

University District Bike/Transit Safety Study



Submitted to the Champaign-Urbana Mass Transit District
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Photograph taken by Dori (dori@merr.info)

Executive Summary

The Champaign-Urbana Mass Transit District (MTD), in partnership with the cities of Champaign and Urbana, actively work to improve the coordination of transportation facilities in the University District, including bicycling, walking, driving, and the use of transit. Recent campus activity, including frequent conflicts between motorists, bicyclists, pedestrians, and transit operators highlighted the need to review existing facilities within the University District as well as plans to expand and improve this network.

This study reviews plans, policies, and design guidelines that are in place to guide the development of pedestrian and bicycle facilities in the University District, as well as several focus areas within the District that were identified by a joint committee of stakeholders from the cities of Urbana, Champaign, the University of Illinois, and the MTD.

The intent of this review was two-fold:

1. Review existing transportation facilities to determine if facility design is a factor in crashes and frequent near-miss events and recommend improvements to alleviate these conflicts.
2. Review proposed improvement plans to recommend design changes that may be needed to avoid future conflicts.

In many locations where it was deemed feasible, on-street bike lanes were supported as the recommended approach to continue the trend of placing bicycle traffic alongside automobile traffic. In some cases, suggestions to remove parking from one side of the street were suggested when supported by stakeholder representatives from the University, MTD, Champaign, or Urbana. Nearly all of these planned facilities were recommended under the assertion that on-street facilities improve visibility,

increase bicyclist compliance with traffic laws, and reduce crashes involving pedestrians, bicyclists, and motorists.

Where on-street facilities were not deemed feasible and sidewalks were designated as bike routes, widened sidewalks were recommended to increase the width of these facilities to the latest design guidelines for shared use paths to accommodate bicycle and pedestrian traffic.

Lastly, survey data collected from MTD operators, campus faculty, staff, and students revealed operational and behavioral concerns regarding bus operator, bicyclist, pedestrian, and motorists behaviors in the University District. Education and enforcement recommendations were provided to increase awareness of safe transportation behaviors.

Introduction

The Champaign-Urbana Mass Transit District (MTD) seeks to improve safety among bicyclists and transit in the cities of Champaign and Urbana. MTD is interested in improving safety by addressing current bicycle facilities and bicycling behaviors; specifically interactions between bicyclists and bus operators.

MTD has been working with the City of Champaign, the City of Urbana, and the University of Illinois to promote and improve nonmotorized transportation on campus and in the areas of each city immediately surrounding the University of Illinois, known as the University District. Recent efforts include the preparation of bicycle plans by both cities as well as the University, and the transit district has improved the vehicle fleet to accommodate bike racks on all buses. Recently, MTD created and implemented a training module to specifically address sharing the road with bicyclists.

Encouraging walking, bicycling, and the use of transit is an important part of meeting the transportation needs of the University District, but the interaction of these modes with each other and with automobile traffic presents challenges that are unique in a university setting.



Purpose and Approach

The purpose of this study is to identify and recommend opportunities to improve the transportation network and bicycling environment. A comprehensive approach to achieve this focuses on five areas:

1. **Engineering** – Infrastructure improvements
2. **Enforcement** – Police and campus safety
3. **Education** – Outreach programs, campaigns
4. **Encouragement** – Incentives for university students, faculty, staff, area residents
5. **Evaluation** – Methods for tracking and reporting on the effect of bicycle improvements

1. Plan and Policy Review

Plans, policies, and design guidelines were reviewed for the cities of Champaign, Urbana, and the University of Illinois. A summary and hyperlink of each document was provided to MTD to assemble an online resource for bicycle facility and policy documents. A resource list is provided in the Appendix.

Bicycle Plans

The current bicycle plans for Champaign, Urbana, and a draft plan currently in preparation by the University of Illinois provide guidance for the construction of bicycle facilities within the area. These plans were reviewed to determine what bicycle facilities are planned in the region; and more specifically, those that are planned within the University District. An important element considered in the review process was the extent to which connections were proposed across jurisdiction boundaries.

Urbana Bicycle Master Plan

The Urbana Bicycle Master Plan recommended a combination of on-street bike facilities, trails and bicycle parking with a ten-year implementation schedule. The recommended facilities were the result of a public involvement process to identify desired routes of bicycle travel, a review of existing conditions, and the application of standards and best practices to the transportation network. The plan uses bicycle level of service (BLOS) as a performance indicator to support bicycle improvement recommendations to Urbana roadways.

Major connections to the City of Champaign and the University of Illinois campus occur along Wright Street, Bradley Avenue, Windsor Road, Green Street, and Gregory Drive. Additional connections exist or are proposed on several east-west streets. The plan recommends facility improvements that would provide a connected network. The only proposed bicycle facilities that would end on a roadway without connecting on both ends to other bicycle facilities are on Nevada Street at Lincoln Avenue, Oregon Street at Lincoln Avenue, and Market Street at Bradley Avenue. These bicycle facilities are open ended, referring to routes or lanes that are not connected to the network on both ends, but rather provide an opportunity for the network to expand in the future. A majority of the proposed network is identified as under the jurisdiction of the City of Urbana with an expected completion date in the near term (0-5 years).

Champaign Trails and Transportation Plans

The Champaign Trails Plan and the Champaign Transportation Plan identified potential bicycle facilities, suggested bicycle parking requirements, and recommended mitigation strategies in order to provide a more bicycle-friendly transportation network. Development requirements incorporated in the plan provide a five-year action plan to change City of Champaign policy regarding the provision of bicycle facilities to assist in incorporating bicycle improvements in existing city practices.

University of Illinois Draft Campus Bike Plan

The University of Illinois Draft Campus Bike Plan (Draft Campus Bike Plan) recommends connections between Champaign and Urbana by providing facilities on University-owned streets to supplement the campus bike path system. The Campus Bike Plan incorporates bicycle facilities that are recommended by the cities of Urbana and Champaign.

Currently, the University maintains a number of bike paths along university property that run parallel to adjacent streets in many locations. In several locations identified in the plan, the adjacent street is under a different jurisdiction than the University bike path. Design guidelines for paths, provided on pages 25-27 of the updated Campus Bike Plan, are consistent with AASHTO and MUTCD guidelines. However, at many locations on campus, the existing bike paths are narrower than recommended facility widths.

One of the major challenges identified in the Campus Bike Plan was that encouraging bicyclist safety through enforcement is difficult due to unclear or overlapping jurisdiction boundaries.

To provide a continuous, connected network and address the challenge of varying areas of jurisdiction of bicyclist safety behaviors, the Campus Bike Plan proposes the elimination of two-way bike paths on campus that are not consistent with national design guidelines and replacing them with a network of on-street facilities.

University Bicycle Code

The proposed University Bicycle Code revision (Code) applies to anyone using or parking a bicycle on campus property. This includes requirements for bicycle registration, operation, and parking. Penalties may be enforced for failure to comply with the University Bicycle Code.

The Code contains the requirement that bicycles shall adhere to the Illinois Vehicle Code which states that bicyclists have the same rights and responsibilities as motor vehicle operators and shall adhere to the same traffic laws. However, the Code also provides additional operational guidance for the operation of bicycles on campus paths and sidewalks. Among this guidance in the Code is the statement that,

“Bicycles may be used on shared use paths, taking caution to yield to pedestrians. Bicycles may be used on sidewalks, provided there is enough room to safely travel without causing danger to pedestrians or other cyclists. Bicyclists may not ride on any sidewalk that is overly congested with pedestrians. In these areas, the operator must walk the bicycle.”

The Code does not define the terms “enough room”, “safely travel,” or “overly congested.”

Design Guidelines

Bicycle facility design standards provided in the Urbana Bicycle Master Plan incorporate design guidelines from the Manual on Uniform Traffic Control Devices (MUTCD) and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

Design guidelines from the Greenways and Trails of Champaign County were reviewed to confirm that design guidelines adhered to best practices recommended by the AASHTO Guide for the Development of Bicycle Facilities and the 2003 MUTCD. Since the publication of Greenways and Trails of Champaign County, the 2009 MUTCD provides new guidance on the use of shared-lane markings for roadways where there is insufficient space for a dedicated bike lane.

The University of Illinois University District Crosswalk Markings and Signage provides guidance on the placement of bicycle crossings at intersections where bicycle trails and sidewalks intersect. These crossings pose unique challenges in accommodating bicycle, pedestrian, and automobile traffic on three separate facilities.

MTD Operator Safety Training

MTD bus operators are one of the few populations in the University District that undergo mandatory training for the safe operation of vehicles on campus. MTD provides periodic training for bus operators to learn current best practices in safe operation of transit vehicles and ensuring the safety of passengers on board the bus. Course material includes awareness training regarding bicycle and pedestrian actions.



2. Existing Facilities

The University of Illinois at Champaign-Urbana has an extensive nonmotorized transportation network comprised of pedestrian walkways and bike trails. The campus trail network consists of several paths that were designed as an integral part of the campus transportation network. Over time, the increased number of bicyclists, the increase in the number of pedestrians on campus, and campus landscaping has changed the environment surrounding the bike trails.

Existing bicycle facilities in the university district were observed on a guided bicycle tour to assess existing conditions. The campus trail network consists of a series of paths for exclusive use by bicycles, and shared paths on which pedestrian traffic is permitted in addition to

bicycle traffic. The bicycle-only paths typically are located adjacent to existing pedestrian paths to encourage the separation of modes. However, the width of the two-way bicycle-only paths make passing or maneuvering around an obstacle difficult, which may result in bicyclists riding in the grass, bicyclists using congested sidewalks, or bicycle crashes.

One of the campus trails runs along the south side of Armory Avenue and the east side of Wright Street. The bike trail transitions from a wide sidewalk along Armory Avenue to an on-street, two-way lane on Wright Street that is separated from the street with a curb. Pedestrian crosswalks and a bus stop are located at the intersection of Wright Street and Armory Avenue. The bus shelter is located adjacent to the bike trail.

The width of the trail does not meet the current 10-foot AASHTO recommended width for two-way traffic. Bicyclists ride between buses and the sidewalk and pedestrians must cross the bike trail to board or alight buses. Because the bike trail is separated from the street, it is unclear whether the stop sign applies to the bike trail as well as Armory Avenue.

Campus trails also were observed in some locations



to be the only facility on one side of the street, forcing pedestrians to walk only on one side of the street or walk on the bike trail. While bicyclists are permitted to use sidewalks, pedestrians are discouraged from using bicycle-only trails. This was observed at the following locations:

- West side of First Street between Windsor Road and Gregory Drive
- South side of University Avenue between Wright Street and Matthews Avenue
- East side of Matthews Avenue between Springfield Avenue and Nevada Street

The intersection of Green Street and Wright Street has three signal phases: one for east-west traffic, one for north-south traffic, and a pedestrian-only phase for movements in all directions, including walking diagonally across the intersection. Known as a “scramble light”, this type of intersection provides high mobility for pedestrians at the expense of other movements which typically experience longer wait times than those experienced at other intersections.

It was observed that bicyclists are not sure whether to cross with pedestrians during the pedestrian-only phase or with vehicles. The bike path’s location as not fully on-street and not entirely separated from traffic creates confusion about which traffic laws to obey.

The campus bike trail ends at the intersection of Green Street and Wright Street, which results in bicyclists waiting between automobiles and the curb. Buses make northbound right turns at this location, must yield to pedestrians and bicycles during the green light, and are not permitted to turn right on red. It was observed that bicyclists are not sure whether to cross with pedestrians during the pedestrian-only phase or with vehicles. The bike path’s location as not fully on-street and not entirely separated from traffic creates confusion about which traffic laws to obey. Several occurrences were observed where bicycle and pedestrian traffic volumes were so high, there was insufficient time to allow buses to turn, often resulting in buses turning as the signal turned red.

3. Collision and Safety Analysis

In 2009, the Champaign County Regional Plan Commission (CCRPC) prepared Traffic Crash Facts for Champaign-Urbana; Selected Crash Intersection Locations. The report mapped fatal, serious injury, pedestrian, and bicycle crashes in the region and noted the occurrence of these crashes within the University District.

For the purposes of this study, crash locations involving bicyclists and crashes involving transit vehicles in the University District were reviewed to identify any potential infrastructure or engineering issues proximal to where bicycle or pedestrian crashes occurred. The crash data that was provided did not provide information about all potential contributing factors to the crash, but potential infrastructure factors that warrant further study were identified.

Fatal Crashes Involving Pedestrians

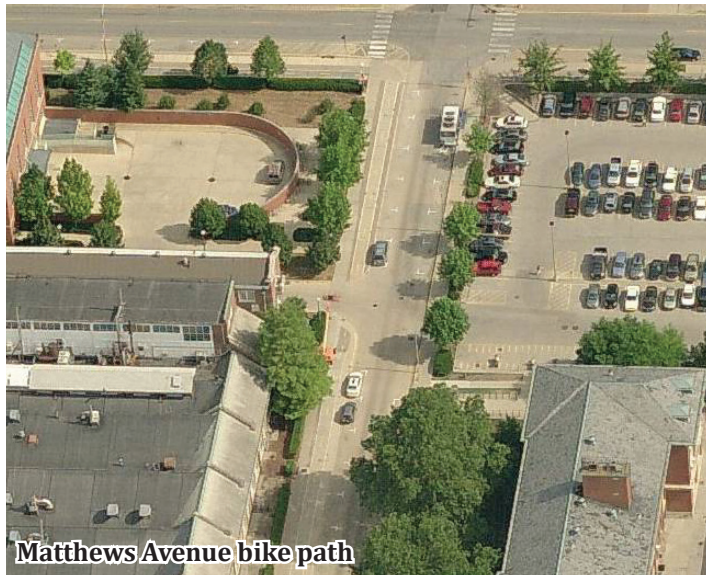
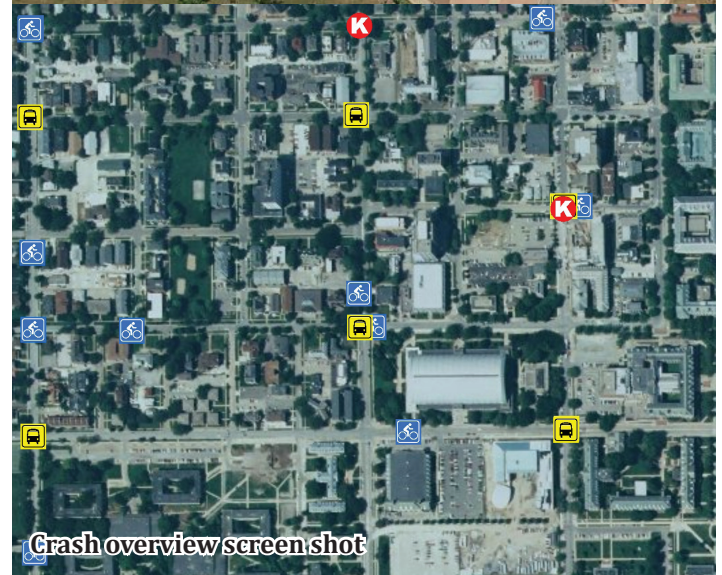
Three fatal crashes involving pedestrians were reported in the University District between 2003 and 2007:

- Chalmers Street and Sixth Street
- Goodwin Avenue and Gregory Drive
- John Street and Fourth Street

All three crashes occurred at intersections where crosswalks were present and marked, though the clarity of pavement markings was not identified at the time of the crashes. At Chalmers Street and Sixth Street, pavement markings identify a no-parking zone at the intersection. The resulting intersection appears wide,

which exposes pedestrians to traffic for longer periods than narrow intersections. Though it may not have been a contributing factor in this fatal crash, the design of the intersection warrants further study and the pedestrian crossing distances could be shortened. Curb bump outs are planned here and will be installed when the street is reconstructed.

Goodwin Avenue and Gregory Drive is a three-way, all-stop intersection. There are large corner turning radii at the intersection that result in long pedestrian crossing distances and high speed right turns. It may be possible to reduce the pedestrian crossing distance by reducing the curb radii upon reconstruction of the intersection.



The intersection of John Street and Fourth Street is a two-way stop. Traffic on Fourth Street does not stop. On-street parking is permitted on both streets, so it might be possible to construct bump-outs to reduce pedestrian crossing distances at this location.

Bicycle Crashes

A total of 38 bicycle crashes were reported in the University District between 2003 and 2007. Five crashes resulted in serious injury to the bicyclist. More than half of all bicycle crashes that were reported occurred in areas within the University District where there were no exclusive bicycle facilities.

The intersection of Kirby Avenue and Neil Street (U.S. 45) contains a railroad underpass that runs north-south across the east leg of Kirby Avenue. There were two crashes reported at this location and both resulted in injury to the bicyclist. The cause of the crashes could not be determined from the crash data that was obtained, but this intersection and underpass provide access to the campus trail network on the south side of Kirby Avenue east of the viaduct. No other bicycle facilities were identified in the vicinity of the intersection.

Two crashes were reported on the campus trail network. While faculty and students stated that on-campus

crashes occur frequently, the low number of reported crashes suggests that on-campus crashes often are not reported, particularly if no medical attention is needed. Additionally, workshop participants stated that near-misses are observed frequently in the University District.

Bus-Bicycle Crashes

The MTD maintains a database of crashes involving MTD buses and recorded three crashes in between 2007 and 2009. All three crashes occurred in 2009. None of the crashes resulted in injury to the bicyclist.

The first crash occurred near the intersection of Williamsburg Drive and Winston Drive in Champaign. A bicyclist exiting a driveway onto Williamsburg Street collided with the side of a bus. The second crash occurred at the intersection of Main Street and Smith Road in Urbana. A bicyclist did not stop at a stop sign and collided with the side of a bus. The third crash occurred on campus on Green Street west of Lincoln Avenue in Urbana. A westbound bus was attempting to overtake a westbound bicyclist when the two vehicles collided.

The first two crashes highlight the conflicts that can arise from a failure to yield by a bicyclist. The third crash highlights the importance of adequate passing distance between motor vehicles and bicycles. Other contributing factors such as roadway illumination, weather, and visibility were not available.

4. Stakeholder Involvement

Stakeholder involvement consisted of a workshop and guided bicycle tour of existing infrastructure in the University District and a survey that was distributed to MTD bus operators.

Workshop and Guided Bicycle Tour

An initial bicycle tour was conducted to ride and observe existing facilities in the University District including the bike trail network and on-street facilities. The trail network was observed at various locations where facilities end or cross other major pedestrian, bicycle, or automobile facilities to identify potential conflicts. In addition to the campus trail network, on-street bicycle facilities in Champaign and Urbana were reviewed.



Chalmers Street at Sixth Street

Representatives from MTD, the University, the cities of Urbana and Champaign, the CCRPC, the Urbana Bicycle and Pedestrian Advisory Commission, Champaign County Bikes, and University students then participated in a workshop and guided bike tour of existing infrastructure in the University District.

The workshop and six-mile guided tour provided stakeholders in attendance an opportunity to discuss areas that posed safety concerns to transportation system users, with a particular focus on the interaction of MTD buses with pedestrians and bicyclists. Stakeholders observed bicyclist, motorist, pedestrian, and bus operator behaviors on and around campus on various facilities. Observations were made during typical school day conditions, including during class change times. A summary of the workshop is provided in the appendix.

Some bus-bike interactions were observed at near-side bus stops where bicyclists were observed approaching intersections adjacent to the curb when buses were loading and unloading passengers, or attempting to turn right in front of a stopped bus at intersections. Typically, when bicycles operate in mixed traffic conditions at intersections they are encouraged to occupy the full lane which would place bicyclists in front of or behind buses. This would reduce the conflict between buses and bicycles that arises in a shared lane condition.

However, bicyclists often were observed waiting between the bus and the curb or on the sidewalk with pedestrians. Far-side bus stops could help alleviate these conflicts by separating the loading and unloading of bus passengers

and the through or right-turning bicyclists, and encourage more bicyclists to pass buses on the left where they are more likely to be visible to the bus operator.

The workshop included a facilitated discussion about observed behaviors and suggestions for improvements, which were organized into categories known as the “Five E’s.” Challenges identified during the workshop include:

Engineering

- Two-way paths on campus do not meet the needs of campus bicyclists and often are not used exclusively by bicyclists as intended
- Two-way paths on some streets place bicyclists between buses and bus stops, creating conflict with boarding/alighting bus passengers
- Near-side bus stops create conflicts with through movements and right-turning traffic at intersections
- Bicycle parking located in areas with high amounts of pedestrian traffic creates conflicts

Encouragement

- Some students, faculty, and staff are deterred from bicycling due to safety concerns
- Campus culture favors motorists, pedestrians over bicyclists

Education

- Campus culture reflects varying/conflicting views on bicyclist responsibilities
- Existing safety education efforts are limited
- Information about bicycle facilities difficult to find

Enforcement

- Enforcement resources are limited on campus
- Campus safety enforcement is not viewed as visible or frequent

Evaluation

- Limited resources to report or track crashes
- Limited resources to track bicycling behaviors

The information shared at this workshop helped guide additional efforts to quantify opinions and perceptions about transportation behaviors on campus, focusing primarily on the relationship between bicyclists and

Designing for Bicycle Safety

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pedestrians, bus operators and motorists. This included informal surveys prepared for MTD bus operators, as well as university students, faculty, and staff.

MTD Operator Survey

An online, 12-question survey was developed for MTD bus operators to collect information on observations and attitudes regarding pedestrian, bicyclist, and motorist behaviors in the University District. A paper copy of the survey also was prepared as an alternative for operators to complete if they chose. Operators were asked to report on the frequency with which they observed various behaviors while operating buses and also to state their level of concern with respect to these observed behaviors. The full survey and responses are provided in the Appendix.

With respect to bicyclists, survey results showed that bus operators were concerned about operating safely around bicyclists, and that this concern was greatest when buses were on campus. The greatest time period of concern was during class change times. The most commonly identified bicyclist behaviors observed by bus operators include bicyclists running stop signs and running red lights. The next most frequently observed bicyclist behavior was bicyclists riding on sidewalks and quickly entering the street or crosswalk from the sidewalk.

Bus operators also reported that operating around pedestrians was very difficult and concerning, and that this concern was greatest during class change times or when pedestrians were crossing the street outside of a crosswalk. The most frequently observed pedestrian behavior reported by bus operators was pedestrians crossing in front of the bus. The second most observed behavior was pedestrians crossing outside the crosswalk.

Regarding motorists, bus operators reported that the most frequently observed motorist behaviors were motorists speeding up to beat buses merging into traffic and making right turns in front of buses. Common among many survey responses was a concern for safety on campus along the following streets:

- 4th Street
- Green Street
- Wright Street
- Chalmers Street
- Gregory Drive
- Goodwin Avenue

Campus Transportation Survey

An online, 12-question campus transportation survey was prepared that asked students, faculty, and staff at the University of Illinois about commuting habits to and from campus, as well as about observations of on campus transportation habits. The full survey and responses are provided in the Appendix. Students, faculty, and staff were asked the same questions for this survey. Responses from each group were not tracked separately.

Forty percent of survey respondents to the Campus Transportation Survey responded that driving was their primary mode of transportation to and from campus. The next most frequent response (25% of respondents) used two or more modes, which involved a combination of driving, walking, bicycling, or the use of transit.

Respondents were then asked their reasons for not bicycling, walking, or taking transit to and from campus. The most popular responses included length of commute, concerns about personal safety, and uncertainty about weather.

Regarding travel habits during class change times, respondents also were asked their primary mode of transportation. Forty-five percent of respondents responded that walking was their primary mode of transportation and 36% did not travel during class change times. For those that did travel during class change times, reasons for not walking, bicycling, or using transit varied.

Respondents were provided with a set of choices as well as an open-ended response option. Due to the complexity of some answers, many respondents provided an open-ended response that either combined two or more choices or elaborated on a particular choice. For respondents that did not walk during class change times, the most commonly cited reasons were the length of the class change time period was inadequate for the length of the trip, or other reasons, many of which stated a preference for bicycling instead of walking.

For respondents that did not bicycle during class change times, the most commonly cited reasons were that campus was too busy or crowded to bicycle or that a bicycle was not available to them while on campus.

For respondents that did not take the bus during class change times, the most commonly cited reasons were the length of the class change time was inadequate for the length of the trip or other reasons. Among other reasons cited, many respondents cited the length of the commute was not appropriate for using a bus, or that the bus did not travel where or when the respondent wished to travel.

5. Findings and Recommendations

The existence of three bicycle plans in the University District poses unique challenges to the implementation of a bicycle network. Various layers of jurisdiction require coordination to ensure that the transportation network is continuous, connected, and predictable for users of all modes. Recommendations provided below are provided in the “Five E” categories: engineering, education, enforcement, encouragement, and evaluation. This includes the identification of critical areas, behaviors, or policies enforced in the University District.

5.1. Engineering

A transportation network lacking in facilities for various users negatively affects mobility and increases user exposure, which can increase the crash exposure of the more vulnerable users, including pedestrians and bicyclists. Several streets in the University District lack bicycle facilities. Per Illinois Vehicle Code, bicycles are permitted in equal footing as motorists on city streets unless prohibited by ordinance. A lack of bicycle facilities will not necessarily prevent a bicyclist from using a particular route, so it is important to consider infrastructure improvements for all modes that may be needed.

Not all streets require improvements to make them suitable for use by bicyclists. Streets with low traffic volumes and low speeds are naturally suited for bicycle travel. On-street parking also helps to keep speeds low, although doors opening into the path of bicyclists are a potential hazard. The locations discussed below are recommended for bicycle improvements.

MTD Focus Areas

Several corridors were identified by MTD for specific review with respect to the coordination of existing or

planned bus service with existing or planned bicycle facility improvements.

Wright Street, Armory Avenue to Springfield Avenue

Wright Street is one-way northbound from Armory Avenue to John Street. Southbound traffic is bus-only. Currently, this section of Wright Street has a two-way bike path on the east side of the street separated from Wright Street with a curb. The curb has cuts at pedestrian crossings and bus stops. This section of Wright Street also carries bus service. One-way bike lanes are planned on both sides Wright Street from Armory Avenue to Springfield Avenue. Discussions with IDOT are underway about a possible extension of these bike lanes to University Avenue.

To achieve this, the two-way path would be removed and the curb separating the bike path from Wright Street also would be removed. The two-way path is narrower than the recommended width for two-way bicycle facilities and the existence of the curb creates a “no escape” facility where there is no way for a bicyclist to maneuver around an obstruction, wrong-way rider, or crossing pedestrian.

Installation of one-way bike lanes on each side of Wright Street is recommended because this would eliminate the “no escape” conflict currently experienced by bicyclists. The design of the bike lane would more clearly communicate that bicyclists are expected and permitted roadway users.

Placing bicyclists in bike lanes makes it easier to enforce traffic safety laws, as well.

White Street (Logan Street), Walnut Street to Wright Street

White Street/Logan Street is a two-way east-west street connecting downtown Champaign to the University District. This section of White Street carries four daytime bus routes and parking is prohibited on White Street. There are bike lanes on Logan from Walnut Street to Second Street, and an extension of the bike lane is planned from Second Street to Wright Street.

No major land use or roadway configuration changes were observed between Walnut Street and Wright Street. Bus traffic remains consistent for the full length of the proposed bike lane extension.

Due to the relatively consistent configuration of the roadway, consistent automobile and bus traffic volumes, it is recommended that the City of Champaign pursue the extension of bike lanes to Wright Street.

White Street, however, is 28 feet wide and would need to be widened to accommodate bike lanes in addition to automobile travel lanes. Another option would be to close White Street to automobiles and designate the travel lanes as shared bus/bike-only lanes. Most apartments along this section of White Street have alley access and/or adjacent driveways on streets that intersect White Street, which would preserve access vehicle access to properties along White Street if it were closed to automobile traffic. Year 2006 average daily traffic (ADT) prepared by the Illinois Department of Transportation (IDOT) shows fewer than 1,000 vehicles per day on White Street between Logan Street and Wright Street that would need to be rerouted to other streets.



Bus/bike-only lane, Philadelphia

Other cities including Tuscon, Arizona, Madison, Wisconsin, and Philadelphia, Pennsylvania (see photograph at center) have tested shared bus/bike-only lanes on streets with 14-foot lanes. Currently, studies are underway to determine whether shared bus/bike-only lanes have been shown to reduce bicycle-automobile and bicycle-bus crashes.

It is recommended that current ADT be reviewed and this option be explored further to determine if closing White Street to automobile traffic would be feasible.

As noted previously, far side bus stops can mitigate the potential conflict between bicyclists and buses at bus stops eliminating right-turn/bus passenger conflicts and encourage bicyclists to pass buses on the left where they can be seen.

Green Street, Wright Street to Lincoln Avenue

Green Street is a two-way, east-west street between

downtown Champaign and the University District and Urbana. It consists of two travel lanes in each direction with a two-way left-turn lane provided in the center of the roadway. Green Street carries limited, express, and local bus service, resulting in high levels of bus traffic with two to five-minute headways between buses. Bus stops are located on the near side of each intersection. Travel lanes on Green Street are approximately 11 feet wide and parking is prohibited.

A shared bus/bike-only lane is proposed on Green Street between Wright Street and Lincoln Avenue to accommodate the high frequency of buses along Green Street. This could be accomplished if care is taken to ensure that bicyclists are visible to bus operators and that bicyclists can maneuver around buses loading and unloading passengers at bus stops.

It is recommended that a shared lane marking be placed in the center of the bus/bike-only lane.

The placement of the shared lane marking should help encourage bicyclists to ride in a location where they are more visible to bus operators approaching from behind, as well as to encourage bicyclists to use the full lane, if necessary, when not being overtaken by faster moving traffic. Furthermore, this should encourage bicyclists to pass stopped buses on the left side where they are more visible to the bus operator.

If additional clarification of this condition is needed, MTD should consider a bus wrap advertisement on the back of buses that encourage bicyclists to pass on the left, rather than attempting to pass on the curb side of the bus.

Extra care should be taken to clarify lane assignments at intersections. The shared bus/bike-only lane should transition to a right-turn only except bikes and buses lane. Signs should be posted stating this regulatory condition (see schematic sign on the following page). Far-side or mid-block bus stops, such as in front of the Illini Union, are recommended for the bus/bike-only lane to provide

room for bicyclists to maneuver around buses loading or unloading passengers on the far side of the intersection.

Green Street, Neil Street to Wright Avenue

Green Street is a major east-west connection between Champaign and Urbana, providing a connection via an underpass below the railroad tracks adjacent to Neil Street. While bike lanes are planned on Green Street east of Wright, the cross section of Green Street in this location is too narrow to install bike lanes. To maintain connectivity to the section with planned bike lanes, marked shared lanes are recommended for installation in this location.

Pennsylvania Avenue, Fourth Street to Lincoln Avenue

Pennsylvania Avenue is a two-way, east-west street on the south end of campus linking the east end of campus to Memorial Stadium. Hourly “hopper” bus service is provided along Pennsylvania Avenue (Route 27 Air Bus). Pennsylvania Avenue is approximately 40 feet wide.

Bike lanes are planned for this section of Pennsylvania Avenue.

Curb cuts and driveways are relatively infrequent, making bicycle travel feasible. In order to provide bike lanes on this two-way street, it may be possible to remove parking from the north side of the street, maintain parking on the south side of the street, and install bike lanes on both sides of the street.

If it is determined that parking must remain on both sides of the street, a marked, shared lane is recommended on Pennsylvania Avenue. Additionally, far-side bus stops should be considered to provide additional space for bicyclists and bus operators to maneuver at intersections where bus stops are located.

Sixth Street, Pennsylvania Avenue to Armory Avenue

Bike lanes are planned on Sixth Street from Pennsylvania Avenue to Armory Avenue. The approximate width of Sixth Street is slightly less than 44 feet, which is wide enough to provide a bike lane as well as maintain parking on one side of the street.

Fourth Street, St. Mary’s Road to Armory Avenue

Bike lanes are planned on Fourth Street from St. Mary’s Road to Armory Avenue. As part of a Highway Safety Improvement Program (HSIP), bike lanes are being installed on Fourth Street from Armory Avenue to Green Street.

Special attention should be paid to pavement markings and signs for bicyclists at the intersection of Fourth Street and Kirby Avenue to mitigate potential confusion that may be caused by the channelized right-turn lane on southbound Fourth Street. Furthermore, the bicycle path crossings at Fourth Street and Peabody Drive should be revised to include appropriate pavement markings for bike lanes at intersections.

Lastly, pavement markings and signs are recommended to clarify the right-of-way assignment at the “scramble” intersection of Fourth Street and Gregory Drive.

First Street, St. Mary’s Road to Daniel Street

An existing two-way bike path is located on the west side of First Street from Windsor Road (south of St. Mary’s Road) to Gregory Drive. Bike lanes are planned north of Kirby Avenue to Gregory Drive. Bike lanes have been installed on First Street between Gregory Drive and Chester Street.

The existing sidewalk and bike path configuration results in a sidewalk only on the west side of First Street. Additionally, the two-way bike path on the west side of First Street is narrower than the recommended path width.

If bike lanes are not added to First Street it is recommended that a sidewalk be installed on the east side of First Street or the two-way bike path on the west side be widened to 10 feet to become a shared use facility. Signs should be installed that clarify that bicyclists on the sidewalk shall yield to pedestrians.



Gregory Drive, First Street to Dorner Drive

Bike lanes exist on Gregory Drive from Sixth Street to Dorner Drive. Bike lanes are planned from First Street to Sixth Street, as well. The road is approximately 30 feet wide, which is adequate space to provide two 10-foot lanes and two 5-foot bike lanes. Bus traffic is frequent with five high-frequency routes operated by MTD. To avoid having bicyclists pinned between the bus and the curb, this is another location where far-side bus stops should be considered to provide additional space for bus operators and bicyclists to maneuver near bus stops.

Stadium Drive, Neil Street to First Street

Bike Lanes are planned on Stadium Drive from Neil Street to First Street. These bike lanes would provide a connection between Campus and a planned bike route along Hessel Boulevard in Champaign via a signalized intersection to help bicyclists cross Neil Street. Stadium Drive is approximately 40 feet wide, which could accommodate bike lanes on both sides of the street if parking was removed from one side of the street.

Armory Avenue, Oak Street to Fourth Street

According to the Campus Bike Plan, there are no bicycle facilities planned for this section of Armory Avenue between Oak Street and Fourth Street. On-street parking exists on the north side of Armory Avenue. It would be possible to install marked, shared lanes on this section if additional marked bicycle facilities are desired.

Peabody Drive, First Street to Sixth Street

Bike lanes are planned for a portion of Peabody Drive from First Street to Fourth Street. Parking is provided on the north side of Peabody Drive. The roadway is approximately 34 feet wide, which is too narrow for accommodate two 5-foot bike lanes, two 10-foot travel lanes, and one 7-foot parking lane. (A minimum of 37 feet would be required.) Due to the narrow width and short length of the proposed bike lane, a marked, shared lane is recommended from First Street to Sixth Street. Peabody carries one high-frequency bus route (#22 Illini). In the future, it may be advisable to review possibility of bike lanes Peabody Drive.

Regulatory signs may be needed to instruct bicyclists to use the full lane to avoid being pinned between passing vehicles and parked vehicles or the curb. Additionally, the existing two-way bike trail on the south side of Peabody Drive should be retrofitted to a wider, shared use trail

to accommodate bicycle and pedestrian traffic. Signs should be installed noting the changed traffic condition and instruct bicyclists to yield to pedestrians when using the shared use path.

Oak Street, St. Mary's Road to Kirby Avenue

Bike lanes are planned on Oak Street from St. Mary's Road to Kirby Avenue. A portion of Oak Street carries two high-frequency bus routes (#1 Yellow, #22 Air Bus). Parking is prohibited. Oak Street is approximately 40 feet wide which makes it a good candidate for a road diet as recommended in the St. Mary's Road Corridor Study, prepared in 2008.

South of Kirby Avenue, parking would have to be removed to extend bike lanes south to Gerty Drive. This would be feasible if the demand for on-street parking could be absorbed by off street parking lots located in the area.

Florida Avenue, Lincoln Avenue to Race Street

Bike lanes are planned on Florida Avenue from Lincoln Avenue to Race Street. A two-way campus bike trail that extends from Neil Street ends at Lincoln Avenue. On-street parking is permitted on the north side of the street where adequate space is available. Where there is inadequate space for on-street parking, a striped shoulder is painted to identify the travel lane. Sidewalks are located on the north side of the street. The south side of Florida Avenue has no sidewalks and passes in front of the University President's house. Florida Avenue is approximately 32 feet wide.

In its current configuration, it may be feasible to install bike lanes on Florida Avenue. However, due to the varying width of the roadway, more specific curb-to-curb width would be needed for the full length of Florida Avenue to determine the feasibility of bike lanes. Initial observations indicated that left turn lanes currently in place on Florida Avenue at Lincoln Avenue and Race Street may not be necessary. While turning movement data would be needed to determine this, it may be possible to reduce the total roadway width and length of crosswalks at these intersections. This should be explored further in the Urbana Bicycle Plan.

St. Mary's Road, Neil Street to Fourth Street

Bike lanes are planned on St. Mary's road which would connect Champaign to the University District under a railroad viaduct and signalized intersection at Neil Street.

Currently, St. Mary's Road is two lanes in each direction and is approximately 44 feet wide. There is no on-street parking.

Improvements to St. Mary's Road at the viaduct under the railroad tracks near Neil Street were reviewed from



the St. Mary's Road Corridor Study prepared by CUUATS 2008. This includes a road diet from 4 lanes to 2 lanes with a 5-foot bike lane on each side of the road. The image above shows the proposed lane configuration under the viaduct near Neil Street.

Transition Areas

When a sidewalk, bike path, bike lane, or bike route starts or ends, there are bicyclists or pedestrians who are entering or leaving mixed traffic conditions. Whether they walk on the shoulder, bicycle in the street, or travel in the public way, these users are exposed to motorized vehicles in mixed traffic conditions. This may be the result of changing roadway configuration or changing jurisdiction.

Whether the bicyclist is traveling toward or traveling away from a facility, these transitional areas are locations where several crashes occurred. Both bicyclists and motorists may be less aware or less familiar with these mixed traffic conditions, or the transitional area may be the result of a change in speed, number of lanes, or jurisdiction. An example of this condition was observed at the intersection of Kirby Avenue and Neil Street, where a bike trail ends.

It is recommended that the University pursue the on-street improvements proposed in the Campus Bike

Plan. As identified on page 7 of the Campus Bike Plan, a concentration of bicycle commuters travel to and from campus from the following areas:

- South of Kirby Avenue, west of Neil Street
- East of Lincoln Avenue, between Springfield Avenue and Florida Avenue

An existing shared use path is located on Kirby Avenue from Neil Street to Lincoln Avenue. Bike lanes are planned on Florida Avenue east of Race Street to Kinch Street. There are no bike facilities planned on Kirby Avenue west of Neil Street. The proposed bicycle network in Champaign encourages bicycle travel on Stadium Drive/Hessel Boulevard. To create a continuous network, the University and the City of Champaign should coordinate the connection of the Kirby Avenue path and the Stadium Drive bike lanes via Oak Street.

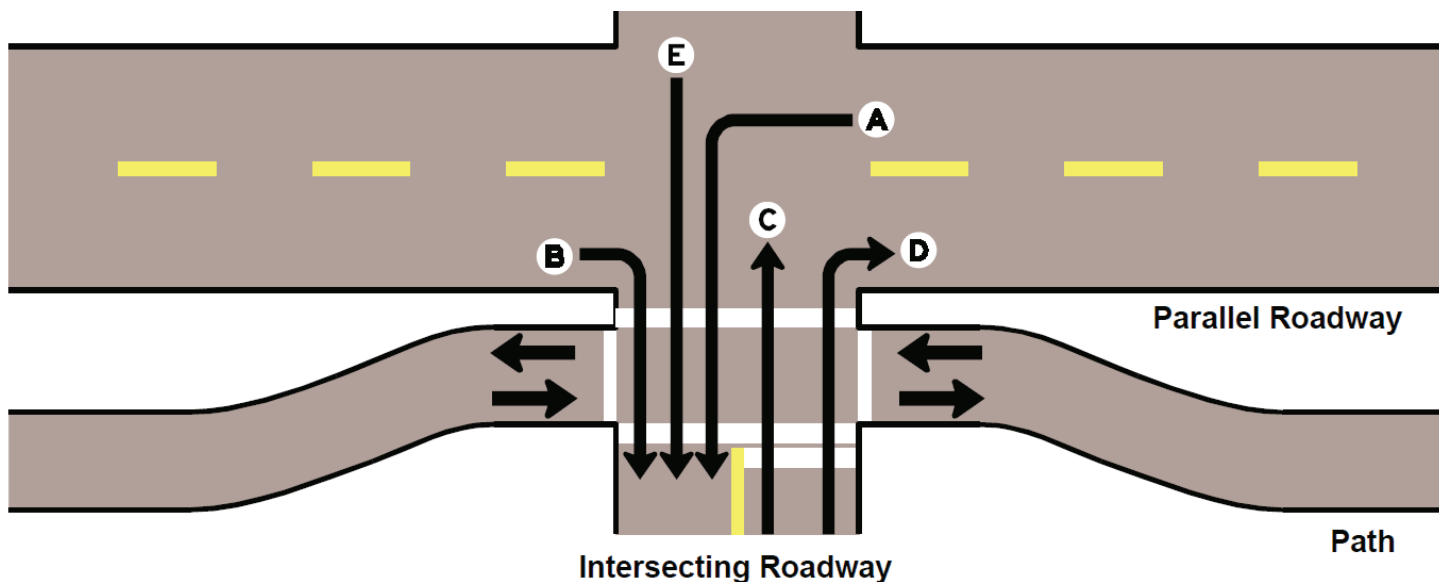
Intersections with Nonmotorized Facilities

When bicycle, pedestrian, and motorized facilities intersect, assignment of right-of-way becomes more challenging than in conventional roadway intersections with pedestrian crossings. Bicycle and pedestrian traffic volumes in most locations of the University District were observed to be high during class change periods or peak travel times, but there are limited options for assigning right-of-way to each individual mode.

Guidance provided in the AASHTO Guide for the Development of Bicycle Facilities (AASHTO Bike Guide) for adjacent path crossings states that there are unique challenges to assigning right-of-way standards at roadway-trail intersections due to common bicyclist behaviors or perceptions:

- Very low delay tolerance
- Strong desire to maintain momentum
- Little traffic knowledge (particularly children)
- Sometimes a "regulations don't apply to me" mentality

"Assigning incorrect priority or being overly restrictive in an attempt to protect the path user can lead to confusion and unsafe practices by both path users and motorists, increasing the potential for a collision." Frequent and continuous enforcement of traffic laws at these locations may not be cost effective or possible for municipalities. If assignment of right-of-way results in excessive



Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.

frustration to the motorist or the bicyclist, a Road Safety Audit (RSA) should be conducted to identify potential safety improvements.

This condition exists at the following locations:

- Illinois Street and Lincoln Avenue
- Matthews Avenue and Green Street
- Goodwin Avenue between Nevada Street and Gregory Drive

The bike paths at these locations have pavement markings to identify the crossing location for bicyclists, but there are no traffic control devices to assign right-of-way at these uncontrolled intersections. The University Bicycle Code that states that, “traffic control devices on bicycle paths [and shared use paths] shall be in conformance with the Manual on Uniform Traffic Control Devices and an operator of a bicycle is required to obey the mandate of these devices at all times.”

Traffic control devices often were not observed at pedestrian crossings or bicycle crossings, resulting in unclear regulatory guidance to bicyclists for yielding the right-of-way.

Rather than add traffic control devices and regulatory signage at bicycle crossings, it is recommended that the University pursue the implementation of on-street facilities where possible to more clearly align the traffic

control priorities of bicyclists with motorists. This would provide the same amount of information to bicyclists as is provided to motorists, and would improve opportunities for enforcement of traffic laws that apply to bicyclists. In those locations where bike paths cannot be shifted to the street, add appropriate bicycle traffic control devices, such as yield signs in accordance with the MUTCD.

The image at the top of the page shows a pedestrian and bicycle crossing at a four-way intersection with two bike trails and four pedestrian crossings. This design, provided in the AASHTO Bike Guide, results in an environment where right-of-way assignment is difficult and may lead to confusion and conflict among all roadway users. Furthermore, AASHTO recommends a minimum 10-foot trail in conditions like these. Typical bicycle trails in the University District are 6 feet wide.

This situation occurs on Illinois Street at Lincoln Avenue. Bike Lanes on Illinois Street terminate at Lincoln Avenue, a location at which four crashes occurred between 2005 and 2007.

Retrofit Campus Bike Trails

Many existing two-way, bicycle only paths should be retrofitted to accommodate shared traffic. In locations where the bike trail is the only facility on one side of a street, it is important to widen the facility to accommodate pedestrian traffic as well as bicycle traffic. As stated above, this condition was observed at the

following locations:

- West side of First Street between Windsor Road and Gregory Drive
- South side of University Avenue between Matthews Avenue and Goodwin Avenue

Reduce the Occurrence of Turning Vehicles

Turns at intersections are a source of conflict because of the limits it places on visibility for turning vehicles. Both automobiles and buses are at a disadvantage when attempting to turn in mixed traffic conditions. Due to the location of the driver's seat, bus operators making right turns at intersections have very limited visibility, and left turns are problematic as bus operators also must look for gaps in oncoming traffic and are thus distracted from yielding to pedestrians in the crosswalk. Any turning vehicle creates an environment where vehicles cross a bicyclist's path, and bicycle facilities that place bicycles to the right of buses or turning vehicles may not be seen by motorists.

This situation was most frequently observed on Wright Street at Green Street, where buses turning right onto Green Street must cross a bike path. The bike path, constructed as a facility separate from roadway traffic by a curb, is a two-way facility located on the east side of Wright Street.

MTD recently has revised its bus routes to meet transit demand in the University District and try to reduce the number of turns, but more changes may be warranted. Currently, MTD operates several routes in a "pulse network", meaning that routes are arranged to travel away from and return to a terminal in a circuit. Rather than operating a shuttle-style route on an urban street grid and turn at the end of a route, buses travel in a more varied path and work within the existing street network that is available.

While this arrangement helps to maximize the area of coverage for a given route, generally it results in more turns for bus operators, some of which must occur in dense urban areas with high amounts of pedestrian and bicycle traffic.

MTD recently has revised bus routes to meet transit demand in the University District. This process requires compromise between route efficiency and customer

service while seeking to maximize safety for all users. Turns by buses are an inherently difficult task due to the location of the bus operator, driver visibility, local traffic laws, and transportation system user behavior. In some locations, turns are inevitable. However, in urban areas with high levels of pedestrian traffic, making turns is challenging. Some intersections where this condition occurs include:

- Wright Street and White Street
- Green Street and Wright Street
- Peabody Drive and First Street

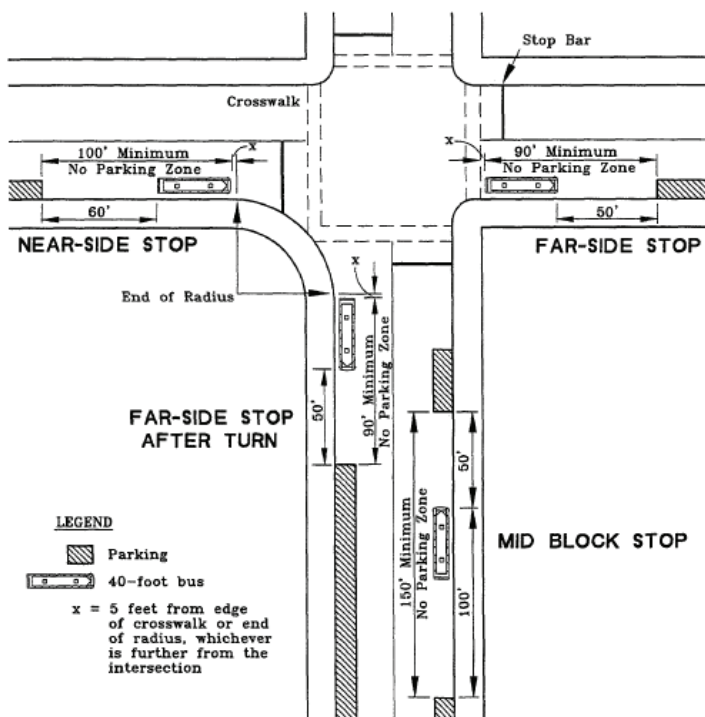
The presence of pedestrians and bicyclists makes it challenging for buses to make turns at these locations. A separate turn phase for the buses (preferably after the walk phase) could help alleviate this condition. Alternatively, the MTD could review the existence bus routes in the campus core and look for opportunities to reduce the number of turns that are needed.

Implement Far-Side Bus Stops in Feasible Locations

Bus stops are the most common areas where bicyclists and bus operators must negotiate with other drivers to share travel lanes and merge with traffic. The presence of waiting, boarding, or alighting bus passengers creates an additional challenge of pedestrian traffic at intersections. Additionally, bus drivers cited the most frequent and concerning pedestrian behavior was crossing in front of the bus.

As noted previously at a number of the MTD focus areas, it is possible to improve bicyclist, pedestrian, and bus operator interaction at bus stops by implementing far-side bus stops. Far-side bus stops are located on the other side of an intersection, placing the bus beyond the crosswalk. The implementation of a far-side bus stop may require constructing a landing pad at the front door of the bus stop area to ensure that a stopped bus does not block traffic flow on the cross street.

Far-side bus stops encourage pedestrians to cross behind the bus and may also encourage pedestrians to alight the bus from the back door, further improving loading, unloading, and wait times. Once the loading and unloading of passengers is complete, bus operators merging into traffic and may experience less delay due to having already cleared the traffic signal at the



intersection. Furthermore, bus operators may be assisted by a green light on the intersecting street behind them, which has the potential to reduce the amount of traffic approaching from behind.

Implementing far-side bus stops also helps to reduce conflict with right-turning vehicles at intersections, and provides additional space for bicyclists to maneuver around stopped buses. As stated above, MTD should consider bus wrap advertisements on the back of the bus to indicate the intended riding and passing location for bicyclists when overtaking buses.

5.2. Enforcement

Revise University Bicycle Code to Clarify Bicyclist Responsibilities

There is a perception on campus that bicyclists act as though they are not subject to traffic laws. This may be due in part to the University Bicycle Code, which contains unclear language about the responsibility of bicyclists operating on sidewalks. The University should consider updating the Code to clarify the conditions under which a bicyclist shall walk the bicycle. The Code also should clearly state that operator violations may be issued anywhere a bicycle is permitted to operate.

5.3. Education

Provide On-and-Off Campus Education

The bicycle workshop generated discussion that outreach on and off campus is limited and does not reach all populations that travel to and from campus. Many felt that students could be reached through various on-campus communication channels but faculty and staff were more difficult to target.

The MTD actively reaches out through the creation of video and print materials regarding bus, bicycle, and pedestrian safety. These are distributed as movie theater advertisements, applied directly on buses, on MTD maps and schedules, electronic newsletters, the MTD blog, Facebook, Twitter, YouTube, and other online media outlets. The MTD should continue to pursue the development of education materials through these outlets.

The University should consider partnership opportunities to expand on the messages offered by MTD or use on-campus distribution methods to reach students, faculty, and staff that do not frequently interact with MTD.

The MTD and the University should explore the creation of more multi-lingual and multi-cultural materials and coordinate the distribution of these materials with religious and cultural institutions on or around spring holidays or fall resumption of classes when bicycling and walking activity increase.

Continue to Implement Bus Operator Training

MTD continues to provide bus operator training to keep bus operators current on best practices to ensure transit customer, pedestrian, and bicyclist safety. As the cities of Champaign and Urbana and the University of Illinois pursue the bicycle facility improvements contained in bicycle plans, MTD should continue to provide updates to bus operators about new or changing bicycle facilities. Additionally, should MTD pursue the implementation of far-side bus stops, additional bus operator training is recommended.

Enhance Campus Facilities Website

The campus facilities website provides information about a number of transportation related facilities and services, including parking, transportation demand

management, carpooling, and safety. Currently, there is no information about bicycling.

The University should consider this website as a potential resource for students, faculty, and staff who are seeking information about existing bicycle facilities, bicycle parking, bicycle registration, and quick access to the University Bicycle Code.

5.4. Encouragement

Review Class Schedules to Address Student Mobility Needs

Discussion at the workshop and some responses from the Campus Transportation Survey revealed that some students were unable to take certain courses because they were unable to cross campus in the time between classes. Some felt that they would be able to cross campus more quickly on a bicycle, but that on-campus congestion made this option infeasible.

This sentiment was repeated among survey respondents that claimed that they did not use a bus while on campus because campus congestion makes it difficult for students to reach their destination in the time allotted by taking the bus.

The University should review class schedules to determine if there are improvements that could be made that would better meet the needs of students and reflect the increased size of campus, changing size of the student population and congestion on campus.

5.5. Evaluation

Provide Anonymous or Confidential Crash Reporting

Bicycle crashes often go underreported because they rarely are treated like crashes involving motor vehicles. Despite language written into the University Bicycle Code, bicycle crashes are less likely to be reported where it is perceived that traffic laws don't apply in the same way they would for bicyclists operating in the roadway.

However, it is important to collect data on where crashes are occurring in order to find patterns in behavior, environmental conditions, or infrastructure that may be contributing to the occurrence of crashes. Often times,

it is difficult to know what steps should be taken after a crash to ensure the safety of all persons involved in a crash.

The University should consider establishing an anonymous crash reporting website or telephone number where anonymous crash reporting may be offered. This should be provided to students, faculty, and staff to provide a resource for those who have been involved in a crash. This also would present an opportunity to provide information or resources about necessary medical attention, bicycle repair options, and legal options in the event that one or more persons seek to remedy damages sustained as a result of a crash.

A website example of this type of crash reporting is provided by www.bikewise.org, which allows users to self report crashes and provide location information.

Enhance Campus Facilities Website



(continued from Education)

In addition to providing information about bicycle facilities, ordinances, and registration, the Campus Facilities website also can be used to facilitate maintenance or bicycle improvement requests including reporting potholes, requesting bike parking, or reporting abandoned or illegally parked bicycles.

By using location-based information collected from visitors to the website, the University can improve efficiency in responding to service requests and assist Campus Parking and Campus Safety in addressing parking and registration issues.

6. Cost Estimates for Implementation

Most of the facility improvements can be implemented at nominal cost to the University, as well as the cities of Champaign and Urbana. The majority of recommended improvements involve pavement markings and signs that do not require new construction or can be implemented concurrently when a roadway is resurfaced.

Bike Lanes

Bike lanes can be installed for approximately \$15,000 to \$40,000 per mile^{1, 2}. This includes pavement markings identifying the lane and regulatory signs. The cost depends largely on the cost of thermoplastic pavement marking costs. Alternative materials, including retro-reflective tape or other pavement marking materials, could be considered.

Shared Lane Markings

Shared lane markings are an inexpensive way to identify an intended route for bicyclists that also provide additional information to motorists and bicyclists on the recommended placement of bicyclists in the traveled way. Shared lane markings can be installed for approximately \$15,000 to \$40,000 per mile^{1, 2}. While there are fewer lane lines added during the application of shared lane markings than with bike lanes, more markings are needed resulting in nearly equal costs to installing bike lanes.

Retrofit Two-Way Paths

Several of the campus two-way paths could be retrofitted to provide a wider, shared use facility that accommodates bicycle and pedestrian traffic. The cost of replacing the landscaped space in between the two opposing bike trails is nominal but would result in pavement seams which may result in uneven pavement or premature deterioration. Where two-way path retrofits are identified, it is recommended that the full width of the path be paved when the paths are resurfaced or reconstructed. The approximate cost of a new path in these locations is approximately \$100,000 to 250,000 per mile².

1. City of Chicago Department of Transportation. Email "Bike Facility Cost Information." Chicago, Illinois. April 26, 2011.

2. Bicycle Lanes. Pedestrian and Bicycle Information Center. Federal Highway Administration. Washington, DC. 2011. www.walkinginfo.org/engineering/roadway-bicycle.cfm.

Conclusions

The recommendations in this study identify improvements that can be made to the existing transportation network to reduce conflict between bicyclists, pedestrians, motorists, and transit operators in the University District. The cities of Urbana, Champaign, the University of Illinois, and the MTD continue to apply the national best practices in design and implementation of bicycle facilities through municipal and University District bike plans.

This study affirms that planned improvements should continue to be reviewed by stakeholders from Urbana, Champaign, MTD, and the University to address evolving best practices in design. Traffic data and crash data continue to be an important part of the feasibility analysis for any transportation improvement. As pedestrian and bicycle transportation mode share increases, it will be increasingly important to collect and review data for all roadway users.



Appendix A

Bicycle Planning Resource List

List and Summary of Bicycle-related Documents *(for Internet catalogue)*

Visit the online list at: <http://www.cumtd.com/gogreen/bicycle-documents>

Plans

Boneyard Creek Master Plan (2008)

This master plan for Boneyard Creek contains recommendations to improve recreational opportunities to and along the creek, including bicycle facilities.

Campus Bike Plan DRAFT for REVIEW (and map) (2009)

The campus bike plan and map propose a bicycle facility network to connect the proposed bicycle facility networks proposed by Champaign and Urbana. The plan includes recommendations to update bicycle-supportive policies to the University Code and a strategy for implementation of these recommendations.

Champaign Comprehensive Plan (2002)

Comprehensive plan for the City of Champaign addresses long-term recommendations in land use and transportation capital and policy improvements.

Champaign Downtown Plan (2006)

The Downtown Plan for Champaign recommends the establishment of a “bicycle route system into downtown and consider striping streets for bicycle lanes where appropriate.”

Champaign Trails Plan (2009)

Plan and maps for off street bicycle trails in Champaign.

Champaign Transportation Master Plan (2007)

Long-range transportation plan that recommends a “system of trails, lanes, and routes that would promote a network of bicycling opportunities.” The bicycle vision chapter addresses short-term and long-term improvements, including land use and policy improvements to further integrate bicycle infrastructure into development and maintenance practices.

University Avenue Corridor Study (2010)

Appendix A

Bicycle Planning Resource List

The University Avenue Corridor Study includes the goal to “provide bicycle connections from the corridor to the rest of the community.” Additionally, this study provides recommendations for bicycle facility improvements throughout the corridor.

University District Action Plan (2008)

The University District Action Plan identifies a short-term strategy for safety; transportation and parking; and infrastructure and aesthetics. This includes recommendations to improve bicycling facilities including expanding the bicycle lane, route, and path network, increasing bicycle parking, and calming traffic in certain areas to improve multimodal transportation.

University of Illinois Campus Area Transportation Study (CATS) Phase I Executive Summary and Final Report (1999)

University of Illinois Campus Area Transportation Study (CATS) Phase II Executive Summary and Final Report (2005)

These studies (Phases I & II) identify the need to plan for multimodal transportation that is focused on travel to, from, and within the campus district. The studies include a campus circulation plan as well as recommendations to improve traffic flow for pedestrians, bicycles, motorists, and transit. Bicycle improvements are focused specifically on existing infrastructure that does not meet accepted bicycle facility standards on campus. An implementation plan is presented for infrastructure improvements.

Urbana Bicycle Master Plan (2008)

The Urbana Bicycle Master Plan proposed a bicycle network as well as recommendations to mitigate hazardous areas for bicycles including concerns for bicycle facilities in the Campus District. One major feature of analysis includes the Bicycle Level of Service (BLOS) which was used to determine the existing suitability of various roads for bicycle traffic. Proposed bicycle facility standards are taken from the American Association of State and Highway Transportation Officials (AASHTO) and from the Manual on Uniform Traffic Control Devices (MUTCD).

City of Urbana Comprehensive Plan (2005)

The City of Urbana Comprehensive Plan is a long-range land use and transportation infrastructure plan for the City of Urbana. It includes a recommendation to “promote bicycle/pedestrian access to major activity centers.” The plan also includes a proposed roadway grid to improve overall connectivity in Urbana.

Appendix A

Bicycle Planning Resource List

City of Urbana Downtown Strategic Plan (2002)

As a complement to the City's Comprehensive Plan, the Urbana Downtown Strategic Plan focuses on the downtown. This plan includes a recommendation to "designate Green and Broadway Streets as downtown bicycle access streets, prepare bicycle-friendly cross-sections; coordinate construction with CIP." Additionally, there are recommendations for increased bike parking and additional bicycle trails as well as on-street bicycle facilities.

Maps

Average Daily Traffic (ADT) map, Champaign County (2008)

Map showing average daily traffic for major roads in Champaign County. Data collected by the Illinois Department of Transportation (IDOT).

Design Guidelines

University District Streetscape Standards (2004)

Streetscape standards provided by the City of Champaign include guidelines for the design of bicycle parking and its appropriate location within the right-of-way.

University of Illinois University District Crosswalk Markings and Signage (2010)

The crosswalk marking and signage guidelines for the University District show design and placement guidance for bicycle trail crossings at intersections.

Greenways and Trails of Champaign County (2008)

This design guide for trails uses the standards from the American Association of State and Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. Facilities covered include shared use paths (commonly referred to as "trails" of "shared use trails" in the text), on-street bike lanes, and shared lanes where bicycles use the same lanes as motor vehicles.

Crash Reports

Traffic Crash Facts for Champaign-Urbana (2009)

This traffic crash report identifies crashes for motor vehicles, pedestrians, bicycles, and combinations of these three modes. The report includes a focus on bicycle crashes as

Appendix A

Bicycle Planning Resource List

well as bicycle-pedestrian crashes, particularly in the University District where bicycle and pedestrian activity is most concentrated.

Outreach & Education

Campus Circulation Planning Presentation

This presentation highlights efforts to encourage walking and bicycling in the University District through the revision of bicycle, pedestrian, and automobile parking policies adopted by the University of Illinois. The presentation identifies best practices from the University of Wisconsin.

Appendix B
MTD Operator Survey Results

University District Transit/Bicycle Safety Study
Champaign Urbana Mass Transit District Operator Survey

Safety is the top priority when operating a transit vehicle. However, some interactions with motorists, bicyclists, and pedestrians are impossible to predict and force you to react quickly. While ensuring the safety of everyone around you is of great importance, the questions below ask that you determine which specific situations are more concerning than others.

1. When ensuring that your passengers arrive safely and keeping your bus on schedule, please rank your general level of concern about each of the following groups from 1-3 (1 = most concerned). Please use each number only once:

	Motorists	Pedestrians	Bicyclists
1	3	2	1
2	3	1	2
3	3	1	2
4	3	2	1
5	3	2	1
6	3	2	1
7	3	1	2
8	3	1	2
9	3	1	2
10	1	2	3
11	3	2	1
12	3	1	2
13	3	1	2
14	3	2	1
15	1	2	3
16	3	1	2
17	3	2	1
18	3	2	1
19	X	X	X
20	1	2	3
21	3	1	1
22	1	1	1
23	3	1	2
24	1	2	3
25	3	2	1
26	1	3	2
27	3	2	1
28	1	3	3
29	3	1	2
30	1	3	3
31	3	1	1
32	3	1	2
33	2	3	1
34	3	1	2
35	2	1	3
36	3	2	1
37	2	3	1
38	3	1	2
Subtotal	92	62	65
Stated level of	3	1	2

Appendix B
MTD Operator Survey Results

2. What is your level of difficulty when operating around bicyclists:

- a. On campus
- b. Off campus
- c. When bike facilities (lanes, paths) are present
- d. When bike facilities are **not** present
- e. During class change times
- f. During sporting events/special events
- g. At night
- h. During severe weather
- i. When bicyclists are using sidewalks
- j. When bicyclists use pedestrian crosswalks

	Difficult but not concerning	Difficult, concerning	Very difficult, concerning
a.	1	9	21
b.	16	17	8
c.	8	17	16
d.	7	19	15
e.	1	10	27
f.	10	15	25
g.	1	12	27
h.	6	8	24
i.	14	11	14
j.	4	16	18

	Difficult but not concerning	Difficult, concerning	Very difficult, concerning
a.	3%	29%	68%
b.	39%	41%	20%
c.	20%	41%	39%
d.	17%	46%	37%
e.	3%	26%	71%
f.	20%	30%	50%
g.	3%	30%	68%
h.	16%	21%	63%
i.	36%	28%	36%
j.	11%	42%	47%

3. Which of these variables is the cause of MOST concern (please pick one): _____

- a. On campus
- b. Off campus
- c. When bike facilities (lanes, paths) are present
- d. When bike facilities are **not** present
- e. During class change times
- f. During sporting events/special events
- g. At night
- h. During severe weather
- i. When bicyclists are using sidewalks
- j. When bicyclists use pedestrian crosswalks

a.	10
b.	0
c.	7
d.	3
e.	6
f.	0
g.	8
h.	2
i.	1
j.	6

Is there an area in the University District that concerns you most for bikes? Where? _____

1	Gregory and Dorner, Goodwin to Green
2	All over campus
3	Everywhere
4	Wright Street
5	ALL OVER
6	Goodwin Avenue
7	Wright + Chalmers, Chalmers + Sixth
8	Green Street
9	Main Library Goodwin Gregory to 4th and Gregory
1	Green Street
0	Everywhere
11	Campus
12	Wright and Green
13	Gregory and Dorner, Goodwin to Green
14	Too many hot spots to name
15	Springfield Avenue
16	On campus
17	Wright + Green
18	Wright + Green
19	Green + Wright, Green + Matthews
21	Wright
22	Where bikes are not visible for more than a few seconds, in front of Grainger, on 4th mid-block by S-Pack, along Goodwin
23	Green + Wright
24	Any stop sign, they don't stop.
25	Pedestrian crosswalks all over campus
26	Wright + Chalmers
27	All: they don't follow the law
28	Gregory St/Goodwin Ave
29	Transit plaza at Green & Wright
32	4th St crossing between Peabody and Gregory
33	Green + Wright area
34	Everywhere
35	Everywhere
36	Goodwin Avenue
37	At most intersections

Appendix B
MTD Operator Survey Results

4. What is your level of comfort when operating around pedestrians:

- a. On campus
- b. Off campus
- c. When bike facilities (lanes, paths) are present
- d. When bike facilities are **not** present
- e. During class change times
- f. During sporting events/special events
- g. At night
- h. During severe weather
- i. Crossing the street without crosswalk (Jaywalking)

Difficult but not concerning	Difficult, concerning	Very difficult, concerning
2	19	16
20	15	2
10	17	10
11	20	4
2	9	26
8	12	17
1	14	22
3	12	21
1	6	30

Difficult but not concerning	Difficult, concerning	Very difficult, concerning
5%	51%	43%
54%	41%	5%
27%	46%	27%
31%	57%	11%
5%	24%	70%
22%	32%	46%
3%	38%	59%
8%	33%	58%
3%	16%	81%

5. Which of these variables is the cause of MOST concern (please pick one):

- a. On campus
- b. Off campus
- c. When bike facilities (lanes, paths) are present
- d. When bike facilities are **not** present
- e. During class change times
- f. During sporting events/special events
- g. At night
- h. During severe weather
- i. Crossing the street without crosswalk (Jaywalking)

6
0
0
1
12
1
3
3
12

6. With respect to bicyclists, how often do each of the following happen while you are operating a bus?

- a. Dart-out in front of buses
- b. Riding between the bus and the curb
- c. Not yielding to boarding and alighting
- d. Riding too slowly in front of the bus
- e. Passing on the left side of the bus
- f. Following too closely
- g. Running red lights
- h. Running stop signs
- i. Riding the wrong way on a one-way street
- j. Riding bicycles on sidewalks and entering

	Has never happened	Happens Rarely	Happened a Few Times	Happens Often	Happens Almost Daily
a.	0	1	3	12	22
b.	1	1	5	9	21
c.	1	3	8	7	17
d.	0	1	12	11	12
e.	0	1	6	10	19
f.	0	5	11	9	13
g.	0	1	0	7	28
h.	0	2	0	6	28
i.	0	1	3	6	27
j.	1	1	3	4	28

	Has never happened	Happens Rarely	Happened a Few Times	Happens Often	Happens Almost Daily
a.	0%	3%	8%	32%	58%
b.	3%	3%	14%	24%	57%
c.	3%	8%	22%	19%	47%
d.	0%	3%	33%	31%	33%
e.	0%	3%	17%	28%	53%
f.	0%	13%	29%	24%	34%
g.	0%	3%	0%	19%	78%
h.	0%	6%	0%	17%	78%
i.	0%	3%	8%	16%	73%
j.	3%	3%	8%	11%	76%

7. Which of these two behaviors is most common?

- a. Dart-out in front of buses
- b. Riding between the bus and the curb
- c. Not yielding to boarding and alighting passengers
- d. Riding too slowly in front of the bus
- e. Passing on the left side of the bus
- f. Following too closely
- g. Running red lights
- h. Running stop signs
- i. Riding the wrong way on a one-way street
- j. Riding bicycles on sidewalks and entering the street or crosswalk from sidewalk

9
3
2
5
3
1
19
25
5
11

Appendix B
MTD Operator Survey Results

8. With respect to pedestrians, how often do each of the following happen while you are operating a bus?

- a. pedestrians crossing in front of the bus
- b. darting out in front of the bus
- c. running after the bus
- d. crossing without a crosswalk

Has never happened	Happens Rarely	Happened a Few Times	Happens Often	Happens Almost Daily
0	0	3	7	28
0	1	4	7	26
0	0	6	10	22
0	0	1	9	27

Has never happened	Happens Rarely	Happened a Few Times	Happens Often	Happens Almost Daily
0%	0%	8%	18%	74%
0%	3%	11%	18%	68%
0%	0%	16%	26%	58%
0%	0%	3%	24%	73%

9. Which behavior is most common?

- a. pedestrians crossing in front of the bus
- b. darting out in front of the bus
- c. running after the bus
- d. crossing without a crosswalk

17
16
4
14

10. With respect to motorists, how often to each of the following happen while you are operating a bus?

- a. Right turns in front of bus
- b. Pulling out in front of the bus
- c. Following too closely
- d. Speeding up to beat bus when merging

Has never happened	Happens Rarely	Happened a Few Times	Happens Often	Happens Almost Daily
0	0	8	10	20
0	0	9	15	14
0	3	9	9	17
0	0	4	12	22

Has never happened	Happens Rarely	Happened a Few Times	Happens Often	Happens Almost Daily
0%	0%	21%	26%	53%
0%	0%	24%	39%	37%
0%	8%	24%	24%	45%
0%	0%	11%	32%	58%

11. Which of these behaviors is most common?

- a. Right turns in front of bus
- b. Pulling out in front of the bus
- c. Following too closely
- d. Speeding up to beat bus when merging

10
6
2
10

Appendix B

MTD Operator Survey Results

12. Are there any other concerns you have regarding the safety of your passengers and those around you while operating the bus?

At green and matthews westbound I tell them to watch out for bicycles. Goodwin and Nevada is a congestion spot waiting for something bad to happen.

I am concerned when making passenger stops, passengers walking in front of bus to cross the street

Last Spring the State Police were on campus assisting cyclists attach reflectors/lights and life was better for the few remaining weeks of school. Since that time, we have a new crop of students and/or many of the lights/reflectors have become inoperable/disappeared??? Hopefully they'll have a similar program this year ... If I can see them, I satd a much better chance of NOT hitting them even if they are "darting" in front of my Bus. I imagine it's equally advantageous to other motorists as well. Just my "two cents". Thanks for the opportunity to take this survey.

I am beginning to be anti bike lane. I am getting real tired of seeing bikes coming from behind me or a car at the stop sign southbound at Goodwin/Illinois at a high speed, not stop, and turn left in front of me or a car. I and numerous cars have had very close calls there. Also, bikes going the wrong way in the bike paths, scattering the bikes following the rules, usually right into traffic. Very dangerous. I question just how much the bike paths are really helping safety when actions like this happen multiple times a day. My opinion—just a matter of time before a serious accident or death occurs. The pedestrian issue has always been a problem, but I can handle that better than the bikes due to the much higher speeds bikes travel, greatly reducing reaction time when they make an unexpected move.

The campus students really need to start paying attention to whats going on around them. They are so concerned with their phones and i pods they tend to not notice anything or anyone else. It is very difficult for me as a driver to make sure I am doing my job correct when I have to act as a crossing guard also. My opinion that's what they need on campus. CROSSING GUARDS.

people just not caring about what they are doing...assuming that everyone else will move for them. Not paying attention to what is going on around them.

80% of my driving is on campus. The increased number of bicycles and their almost total disregard for other traffic is extremely dangerous for all concerned.

Passengers who get off the coach and cross in front of coach. It's not an issue of me being able to go, but the fact that I don't want to see someone die right in front of me. I have seen at least 10 close calls this board alone. Sunday I saw a kid run in front of a lex coach in the snow, she missed him by inches. Last night a girl ran in front of me and i was not 15 yards from the intersection.

Getting off of the bus and darting in front of the bus. Very dangerous.

Yes, but in an unpaid questionnaire I require a baked good and cup of coffee for my time. How about before the next survey you ask when the social committee is having an event like the upcoming tree trimming.

everyone should respect buses in all ways.

I am very concerned with motorist and pedestrian behavior with what they perceive as their right-of-way. They assume that as professionals, we will always give it to them, no matter what the circumstance or traffic obligations.

They need to start ticketing bicyclists. They do not obey any rules of the road and if it's the same rules as cars, then they should get tickets like cars. Pedestrians should also get tickets.

General - between Neil & Wright on Green: Bike lanes end so = trouble if you are passing a bike at that point. There is a bike/walk path between 1st & 6th a 1/4 block north of Green, why no promotion to actually use it? Why is the welcoming arch @ 1st still blank after all these years?

Pedestrians that run to cross in front of the bus in bad weather. Motorists that run stop signs to pass a bus that is making a passenger stop at the stop sign.

Cars passing bus at stop signs!

It's a nightmare

U of I PD will not issue more tickets that result in a fine. Warning tickets with no fine is not a deterrent. Many times I see UofI PD officer ignor blatant motor vehicle infractions. Many on Gregory between Goodwin & 6th St. Many illegal right turns & bicycle running stop signs & red lights in front of the police. They need dedicated traffic control officers to work & enforce these issues. Very unsafe conditions on campus.

Wet floors, as we pulled away from the curb people running to the bus, and we not knowing...especially when make right turn

There is no answer educate when people are young

With regard to bicycles: riding tandem while on a two lane street and deliberately blocking the bus from proceeding

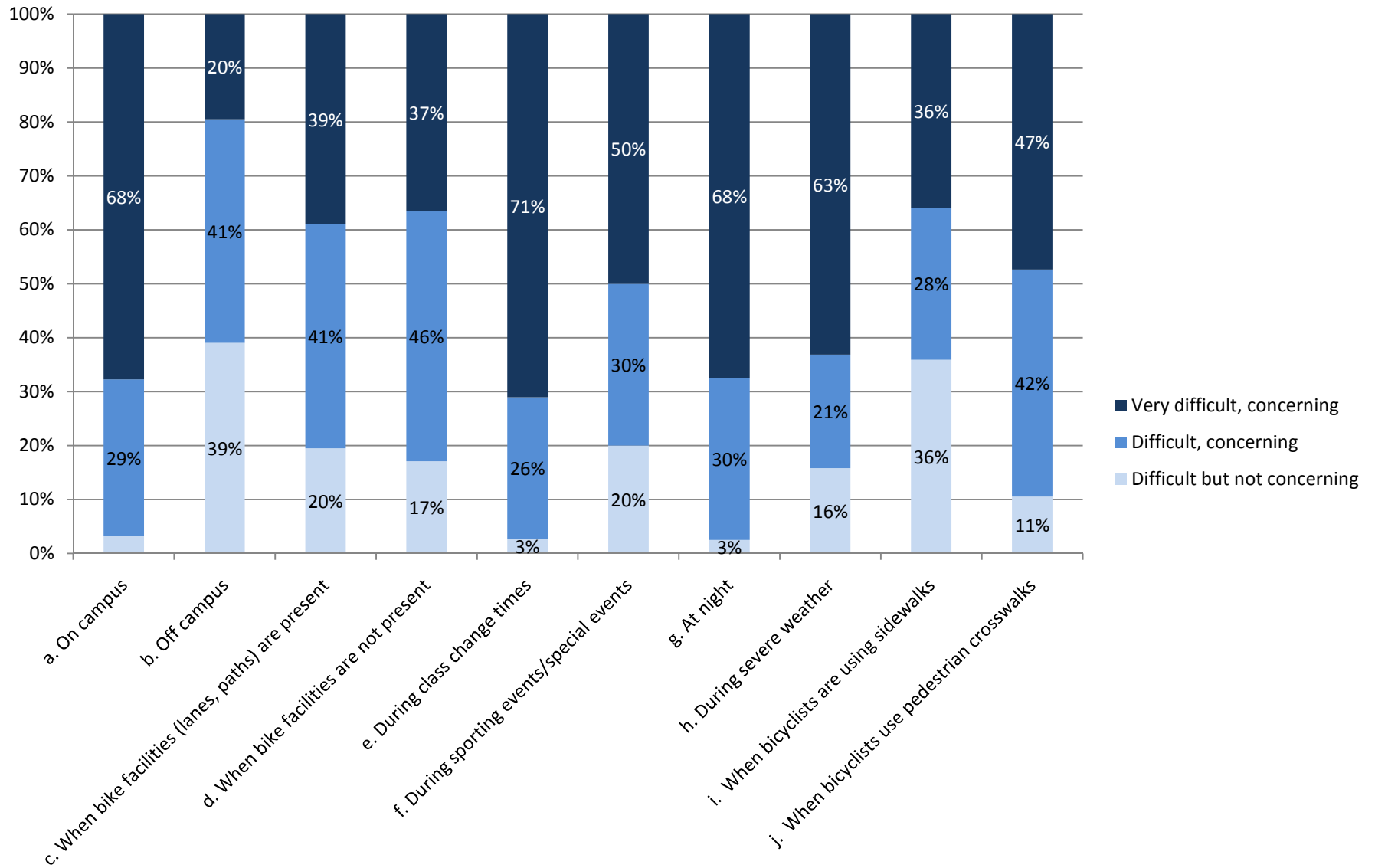
Cyclist need to have a license and need to be held accountable. We do not need any more bike lanes until cucleists learn to follow the rules of the road. All riders should have lights on their bikes visible for 500ft. Riders on campus should wear a safety vest. In reality cyclist should not be in the streets.

The creation of on street bike lanes in the high density campus area is another example of accommodation without public safety concerns being addressed. These lanes are viewed as limited access superhighways for bicycles - no need to yield to anyone and no one allowed to use their area, therefore no need to use caution or yield. To allow the creation of another danger zone without addressing safety w/bicyclists is eerily similar to the lack of public safety concerns that existed at 6th & Chalmers. Drivers bitterly complained that safety needed to be enforced in this area. It was only after a tragic accident that safety was addressed. Let's not repeat that mistake.

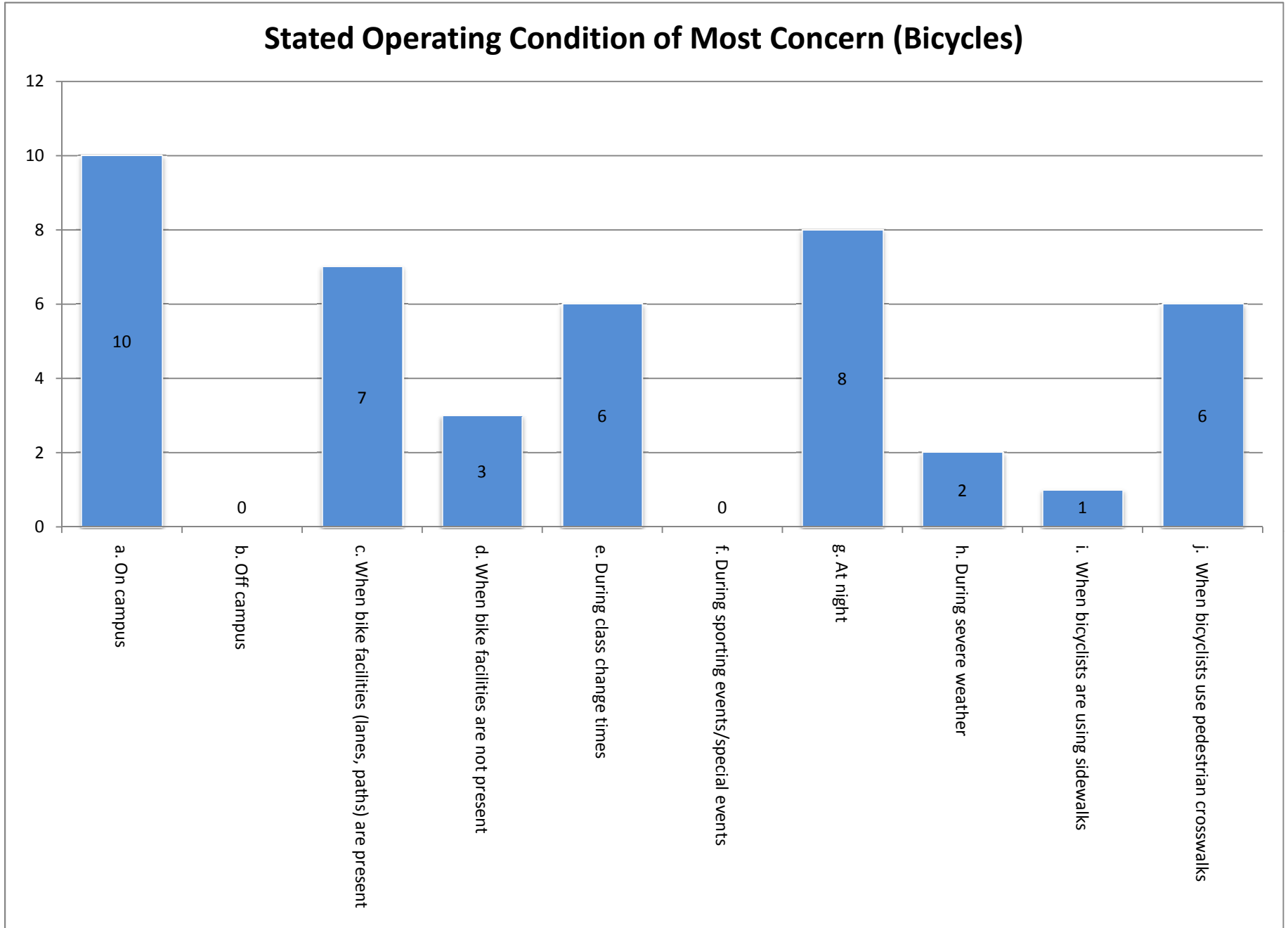
1. An area of concern omitted from question # 10. Motorist passing bus on left through a turn lane or solid yellow no passing zone happens daily. Even police cars do it in no apparent hurry. 2. The placement of the bike lanes at Green and State as well as State and Springfield needs to be looked at. They are placing vehicles at risk and compromising right side safety. 3. Proper training for bicyclists using lanes and pedestrians using crosswalks.

Appendix B
MTD Operator Survey Results

**Stated Level of Difficulty by Bus Operators
 When Operating Around Bicyclists**

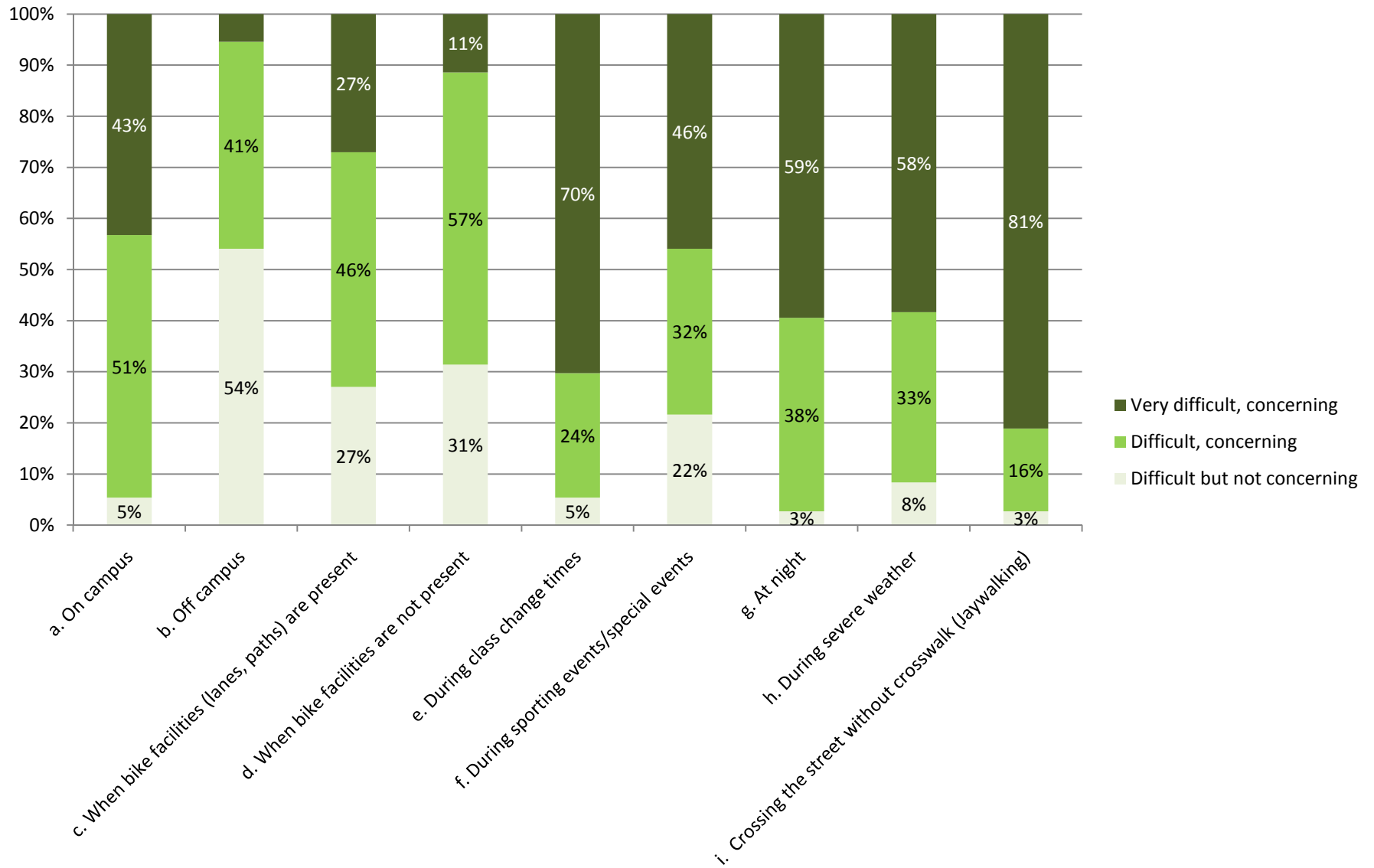


Appendix B
MTD Operator Survey Results

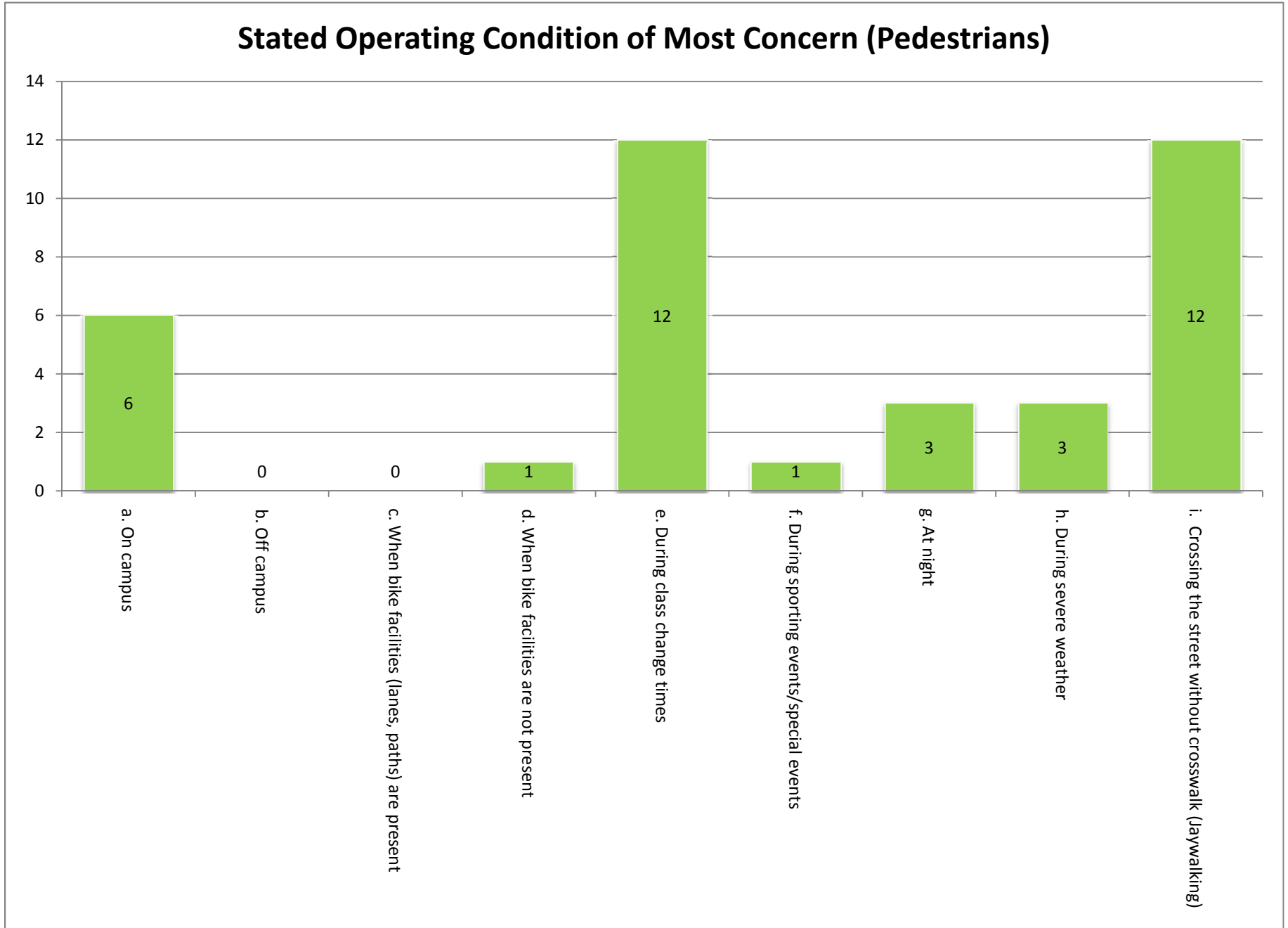


Appendix B
MTD Operator Survey Results

**Stated Level of Concern by Bus Operators
When Operating Around Pedestrians**

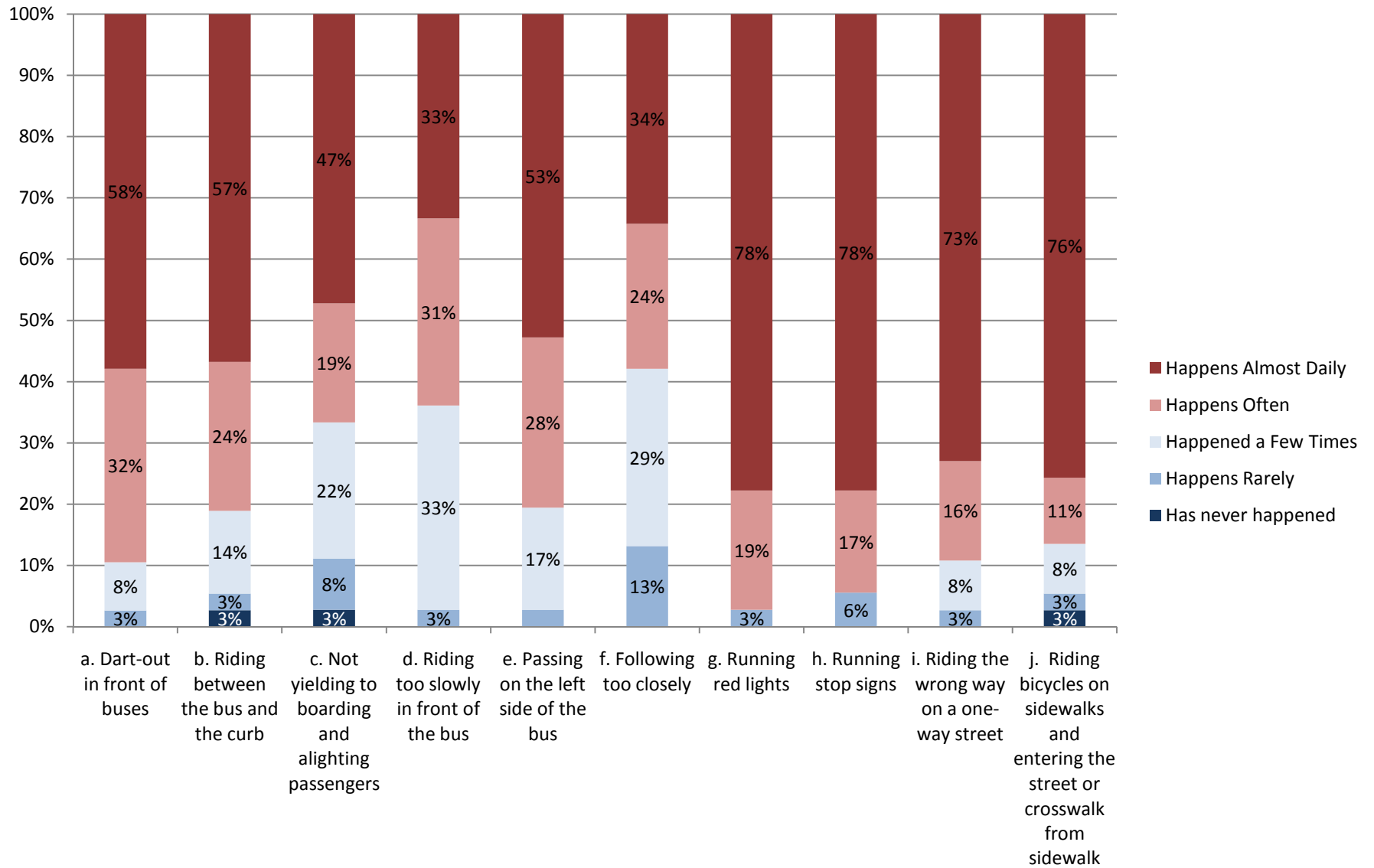


Appendix B
MTD Operator Survey Results

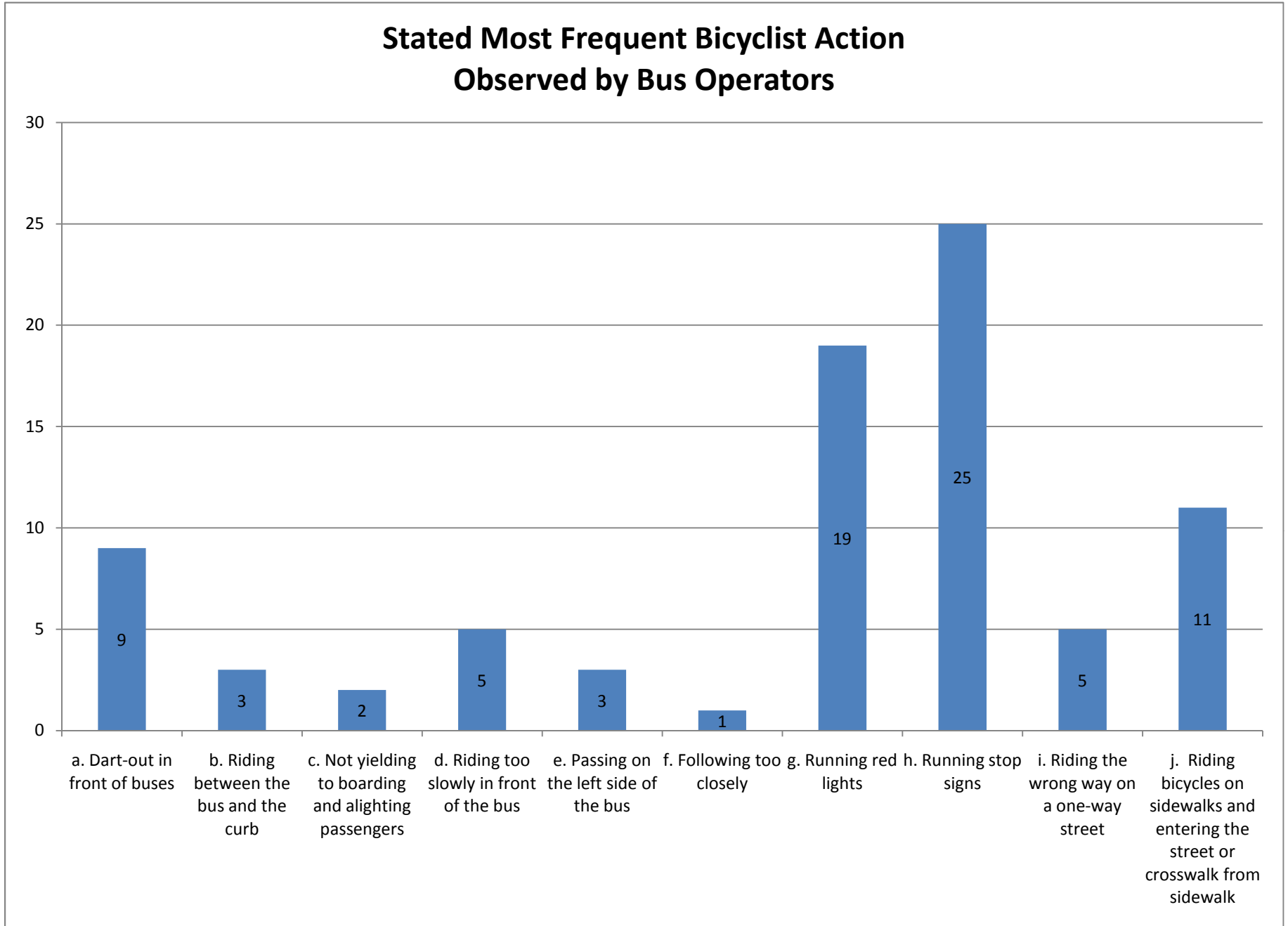


Appendix B
MTD Operator Survey Results

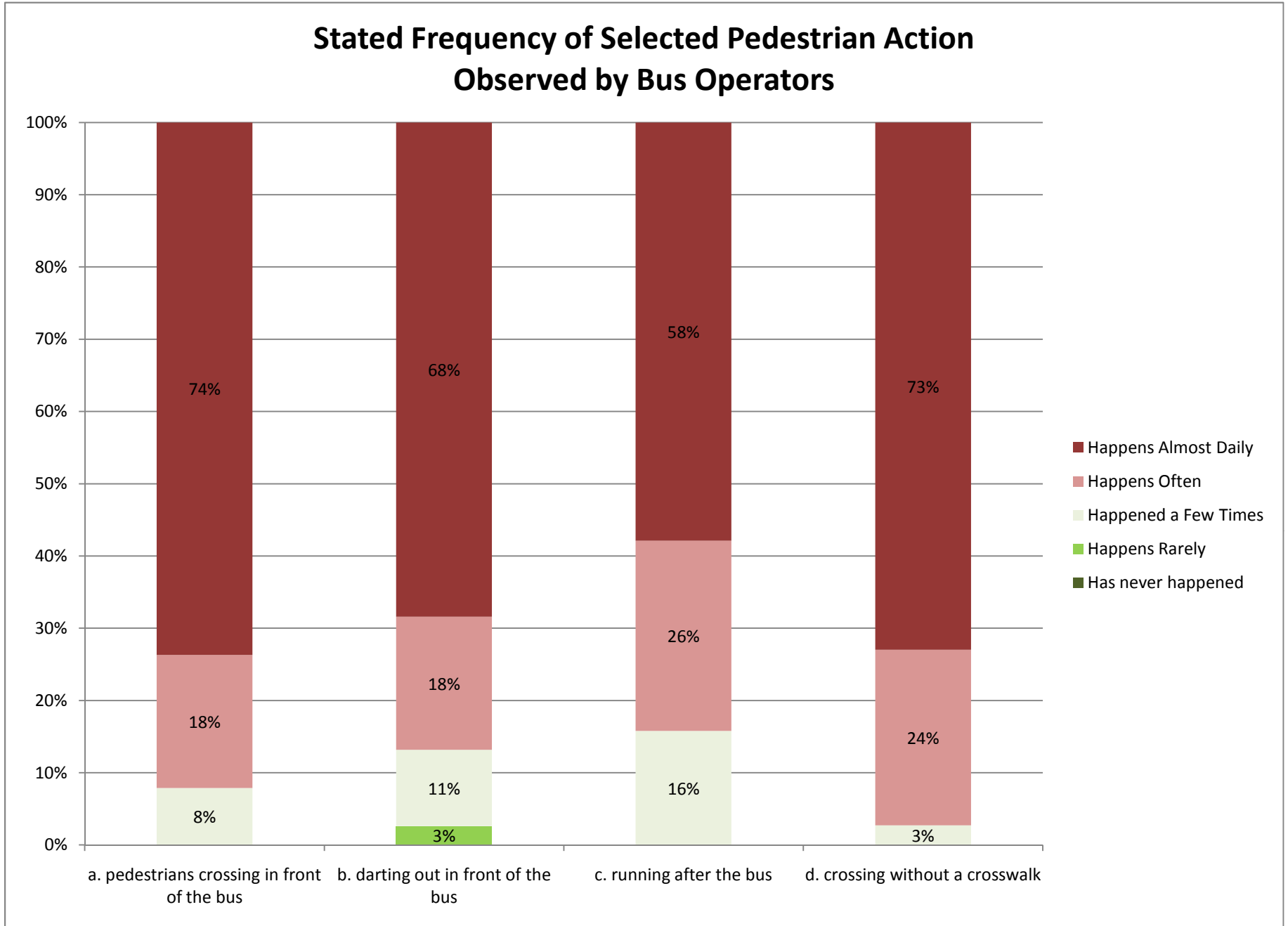
**Stated Frequency of Selected Bicyclist Action
Observed by Bus Operators**



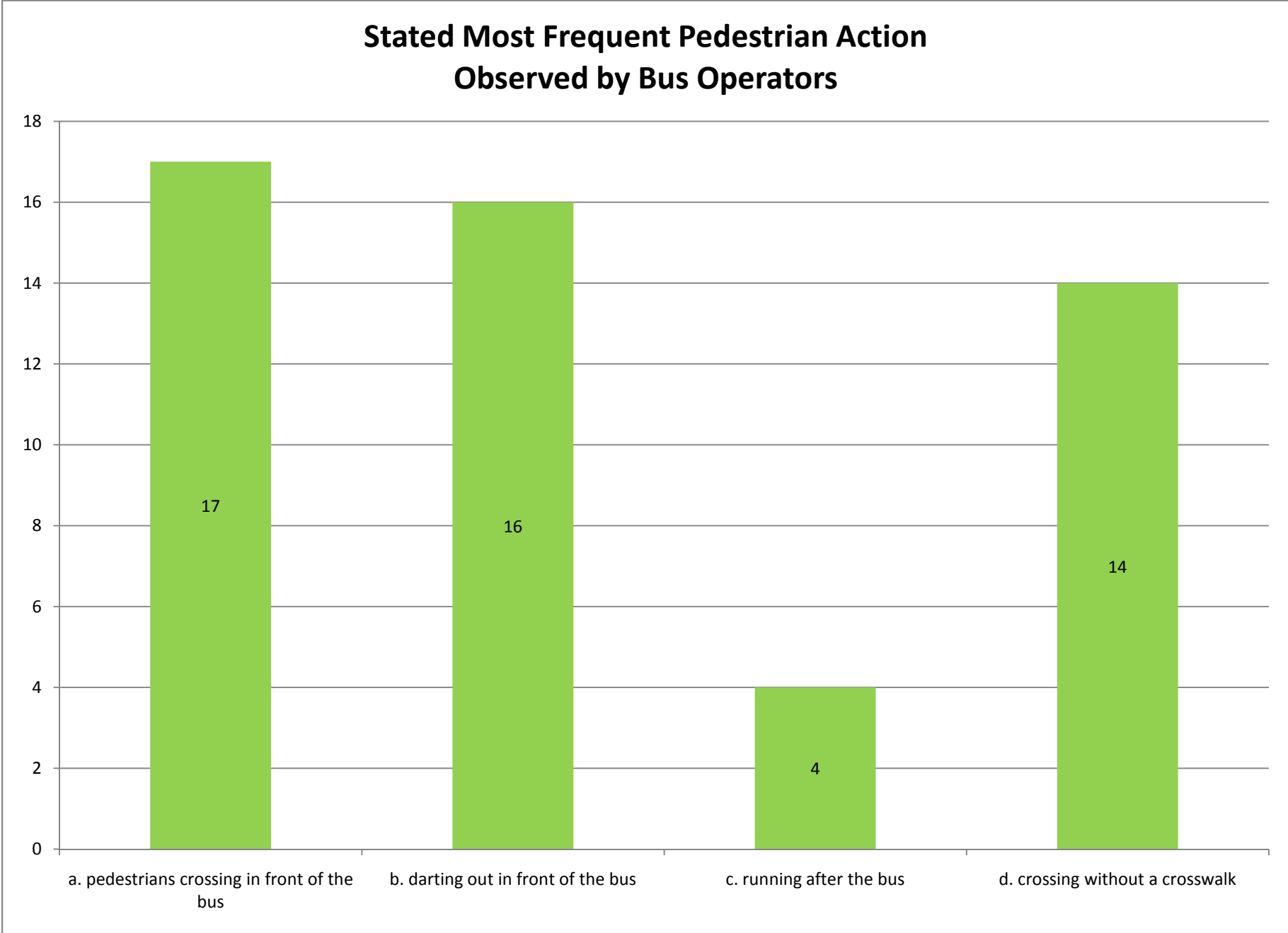
Appendix B
MTD Operator Survey Results



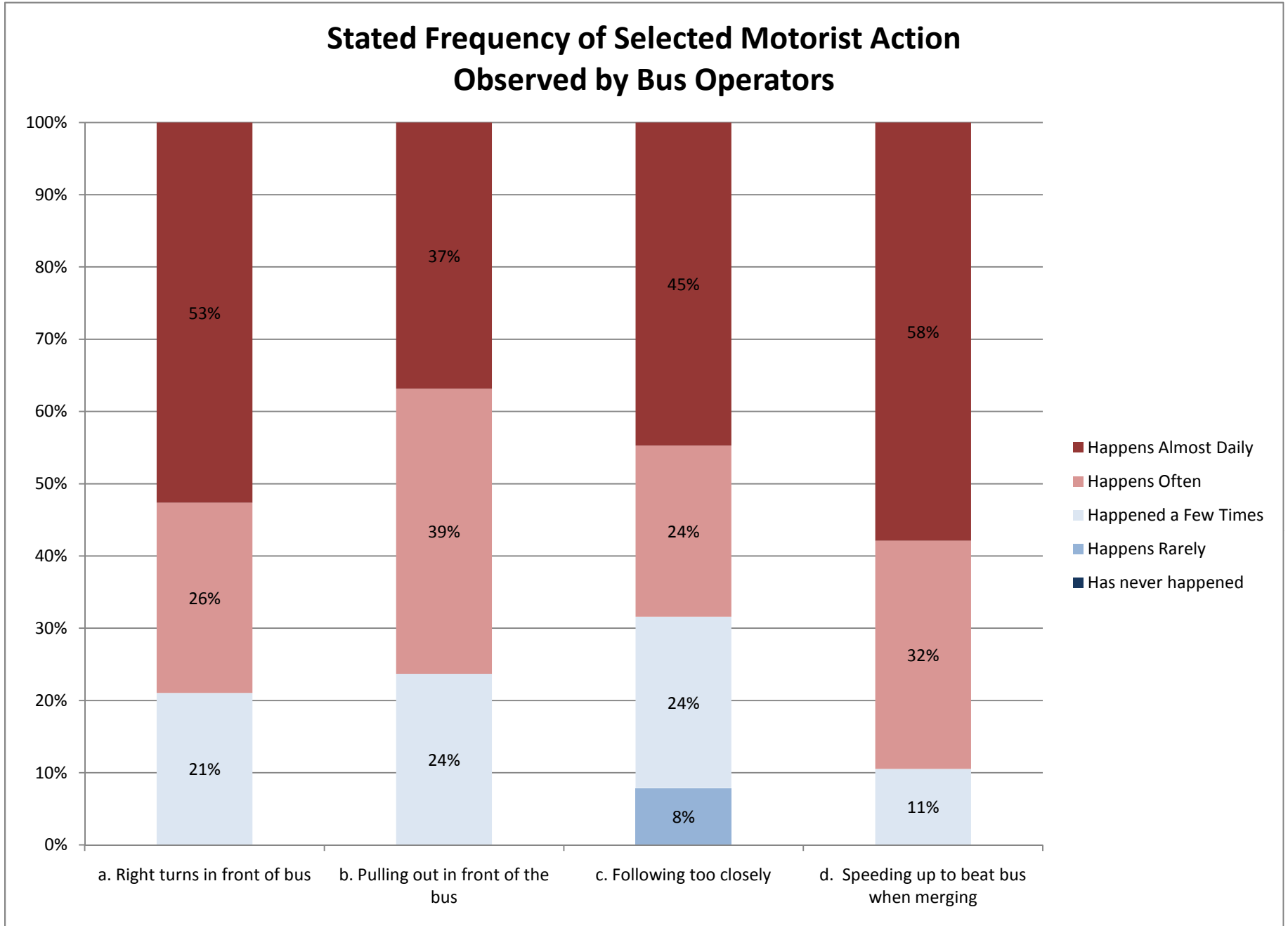
Appendix B
MTD Operator Survey Results



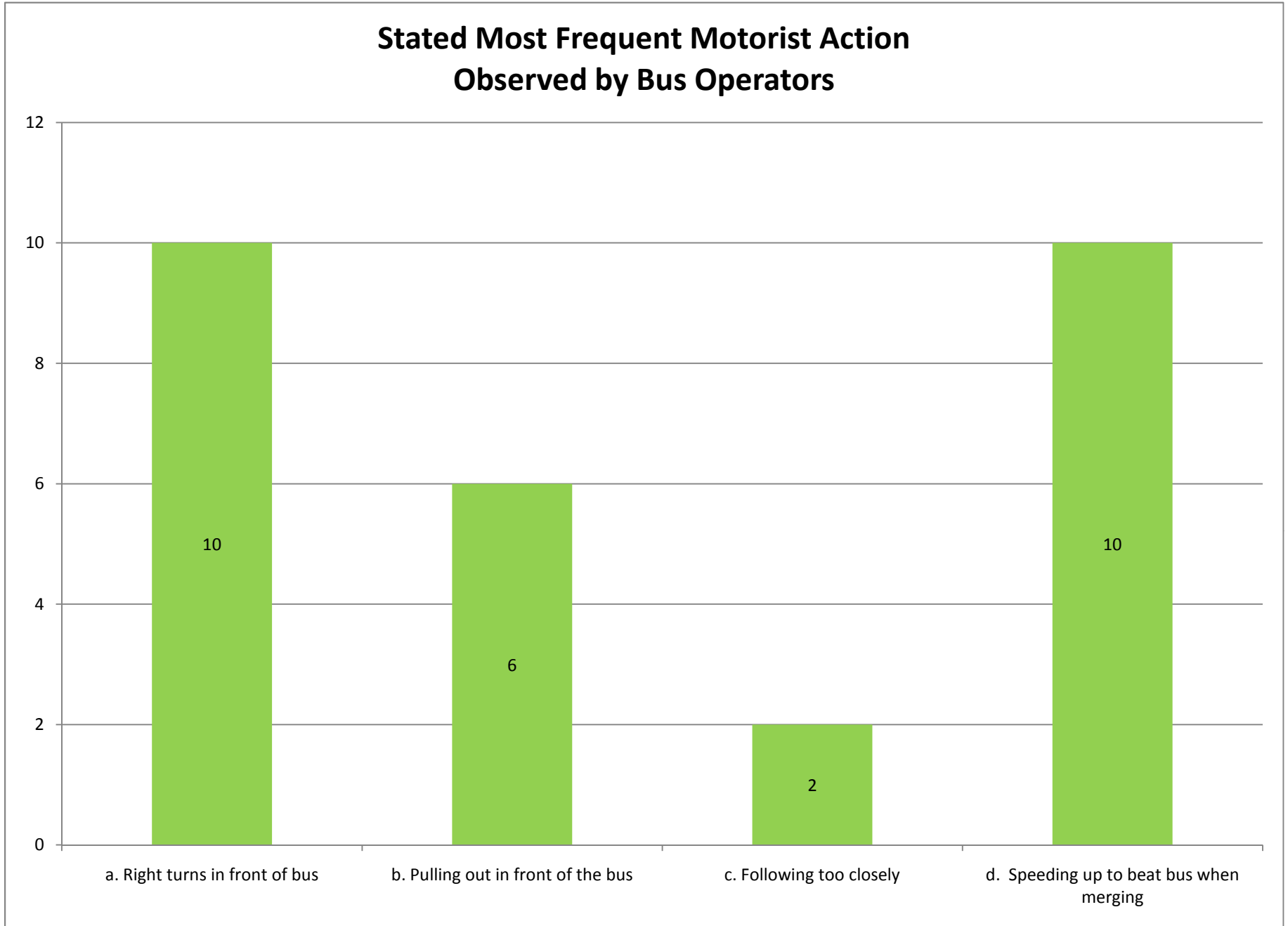
Appendix B
MTD Operator Survey Results



Appendix B
MTD Operator Survey Results



Appendix B
MTD Operator Survey Results



Appendix C

Campus Transportation Survey Results

Zoomerang Survey Results

Campus transportation survey

Response Status: Completes

Filter: No filter applied

Mar 17, 2011 6:27 AM PST

1. What is your PRIMARY mode of transportation TO AND FROM campus? Select one:

Drive	234	40%
Walk	43	7%
Bicycle	76	13%
Bus	85	14%
I use something else or I use two or more modes, (please state which modes you use)	149	25%
Total	587	100%

2. If you do NOT bicycle to campus, please select what factors influence your decision. If you do bicycle to campus, please skip this question. Select all that apply:

Length of commute	211	49%
Concerns about personal safety	156	36%
Concerns about bicycle theft	63	15%
Time of day/darkness	143	33%
Uncertain of weather	210	48%
Lack of bicycle lanes, routes, or paths	109	25%
Lack of bicycle parking	35	8%
Limited mobility	28	6%
Typically I have too much to carry by bike	94	22%
I do not own a bike	83	19%
Other, please specify	78	18%

3. If you do NOT walk to campus, please select factors that influence your decision. If you DO walk to campus, please skip this question. Select all that apply:

Length of commute	417	89%
Concern for personal safety	94	20%

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Campus Transportation Survey Results

Typically I have too much to carry on foot	103	22%
Limited mobility	39	8%
Time of day/darkness	131	28%
Uncertain of weather	148	32%
Lack of adequate sidewalks	53	11%
Lack of adequate road crossings	37	8%
Other, please specify	42	9%

4. If you do NOT take a bus to campus, please select factors that influence your decision. If you DO take a bus to campus, please skip this question. Select all that apply:

Length of commute	165	45%
Inadequate service hours	106	29%
Uncertain of weather	33	9%
Bus stops too far from home	96	26%
Bus stops too far from campus destination	51	14%
Concern for personal safety	29	8%
Time of day/darkness	35	9%
Limited mobility	35	9%
Cost	4	1%
Other, please specify	137	37%

5. What is your PRIMARY mode of transportation during passing periods/class change times? Select one:

Drive	36	6%
Walk	260	45%
Bicycle	29	5%
Bus	15	3%
I do not travel during passing periods/class change times	220	38%
Other, please specify	24	4%
Total	584	100%

6. If you do NOT walk during passing periods/class change times, what are the factors influencing your decision? Select all that apply:

Concerns for personal safety	10	4%
Campus is too busy/crowded to walk	20	8%

Appendix C

Campus Transportation Survey Results

Uncertain weather	16	6%
Typically I have too much to carry on foot	13	5%
I do not travel during passing periods/class change times	168	64%
The length of the class change time period is inadequate for the length of my trip	27	10%
Other, please specify	45	17%

7. If you do NOT bicycle during passing periods/class change times, what factors influence your decision? Select all that apply:

I do not travel during passing periods/class change times	188	41%
Campus is too busy/crowded to bicycle	122	27%
Bicycling will not get me to my destination in time	9	2%
Typically I have too much to carry by bike	27	6%
I do not have a bicycle while on campus	110	24%
I do not bicycle/I do not own a bicycle	61	13%
The length of the class change time period is inadequate for the length of my trip	12	3%
Other, please specify	67	15%

8. If you do NOT take the bus during passing periods/class change times, what factors influence your decision? Select all that apply:

I do not travel during passing periods/class change times	199	45%
Campus is too busy/crowded to take the bus	47	11%
The length of the class change time period is inadequate for the length of my trip	85	19%
Cost of bus trip	3	1%
Other, please specify	152	34%

9. Have you witnessed or experienced bicycle-bus conflict? If so, where? Select all that apply:

I have not witnessed or experienced bicycle-bus conflict	302	55%
On campus	204	37%
Off campus	81	15%
On a street with an on-street bike lane	113	20%

Appendix C

Campus Transportation Survey Results

On a street without bike lanes	146	26%
Along a street with a path or trail	31	6%
In the middle of the road with a path or trail crossing	47	8%
In the middle of the road without a path or trail crossing	44	8%
At a bus stop	91	16%
At a scramble light (where pedestrian crossings are allowed in all directions at once)	48	9%
Other, please specify	34	6%

10. Have you witnessed or experienced pedestrian-bicycle conflict? If so, where? Select all that apply:

I have not witnessed or experienced pedestrian-bicycle conflict	67	12%
On a sidewalk	372	65%
On a bicycle-only path	278	48%
On a bicycle and pedestrian path	289	50%
In a crosswalk	267	46%
In a bike lane	215	37%
Other, please specify	90	16%

11. Have you witnessed or experienced pedestrian-bus conflict? If so, where? Select all that apply:

I have not witnessed or experienced pedestrian-bus conflict	248	45%
At a bus stop	95	17%
In the middle of the road with a crosswalk	144	26%
In the middle of the road without a crosswalk	132	24%
At an intersection	194	36%
At a scramble light (where pedestrian crossings are allowed in all directions at once)	66	12%
Other, please specify	29	5%

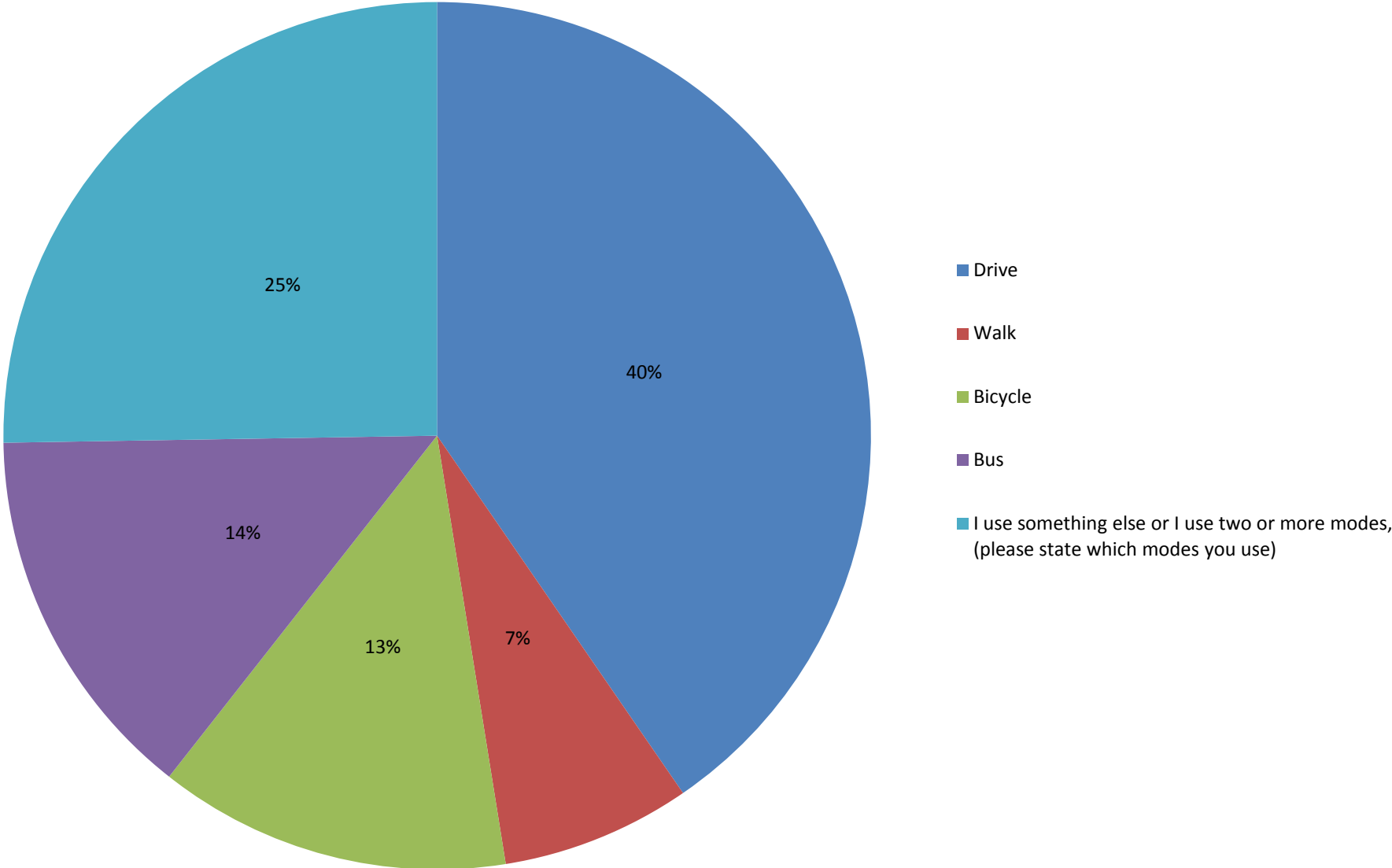
12. What area or intersection on campus do you think has the most pedestrian-bus-bicycle conflict and why?

423 Responses

Appendix C

Campus Transportation Survey Results

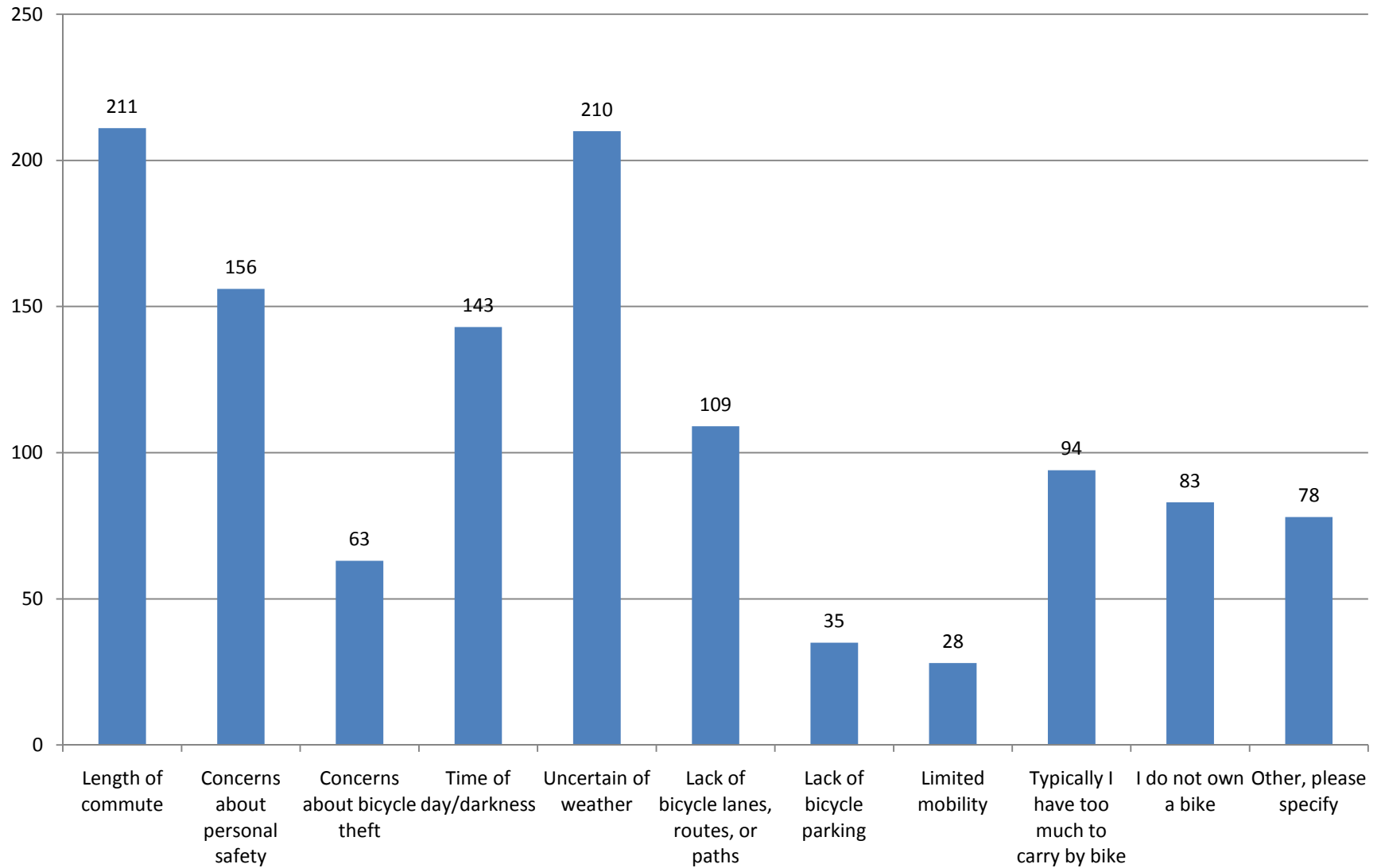
1. What is your PRIMARY mode of transportation TO AND FROM campus? Select one:



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Campus Transportation Survey Results

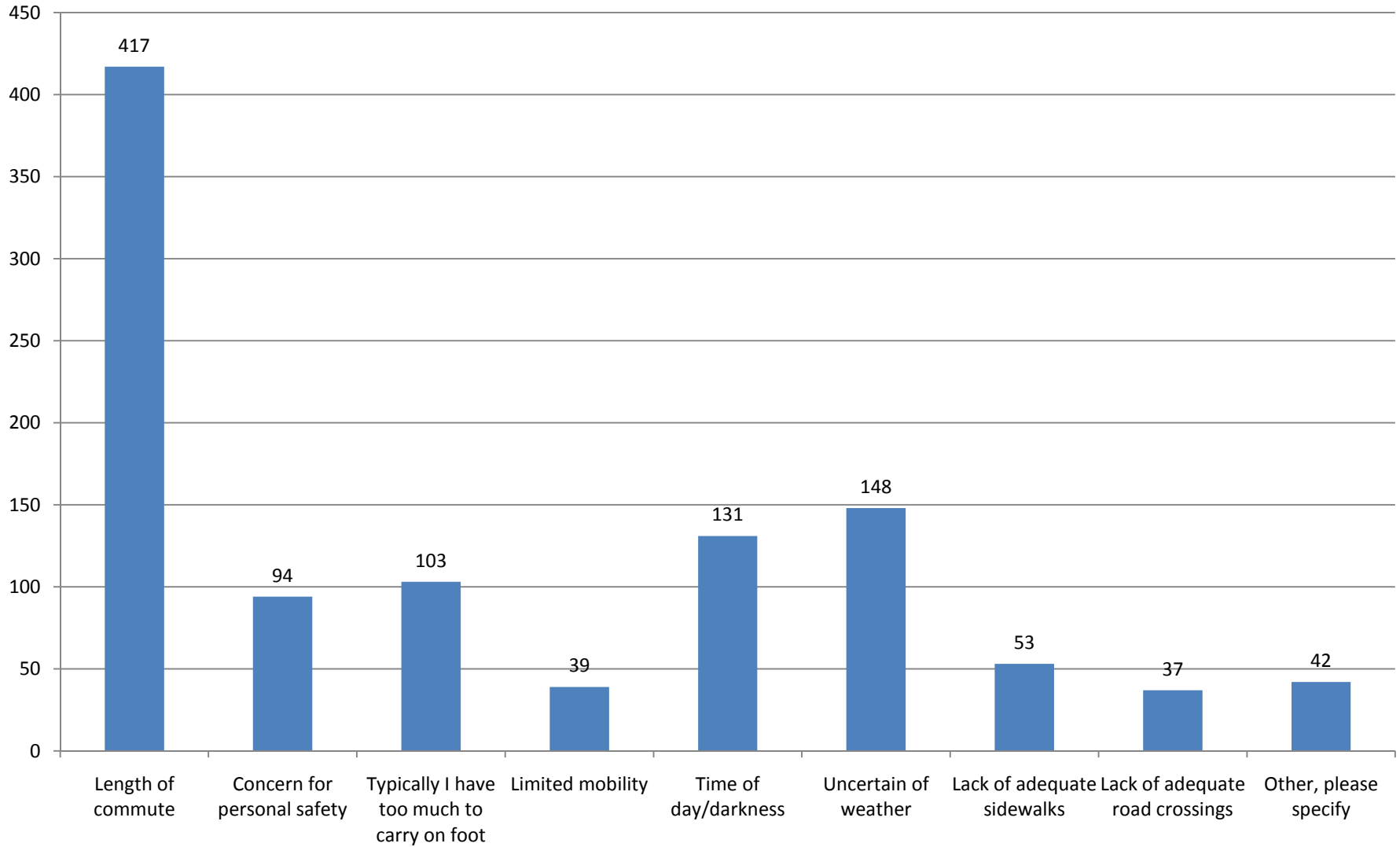
**2. If you do NOT bicycle to campus, please select what factors influence your decision. If you do bicycle to campus, please skip this question.
Select all that apply:**



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Campus Transportation Survey Results

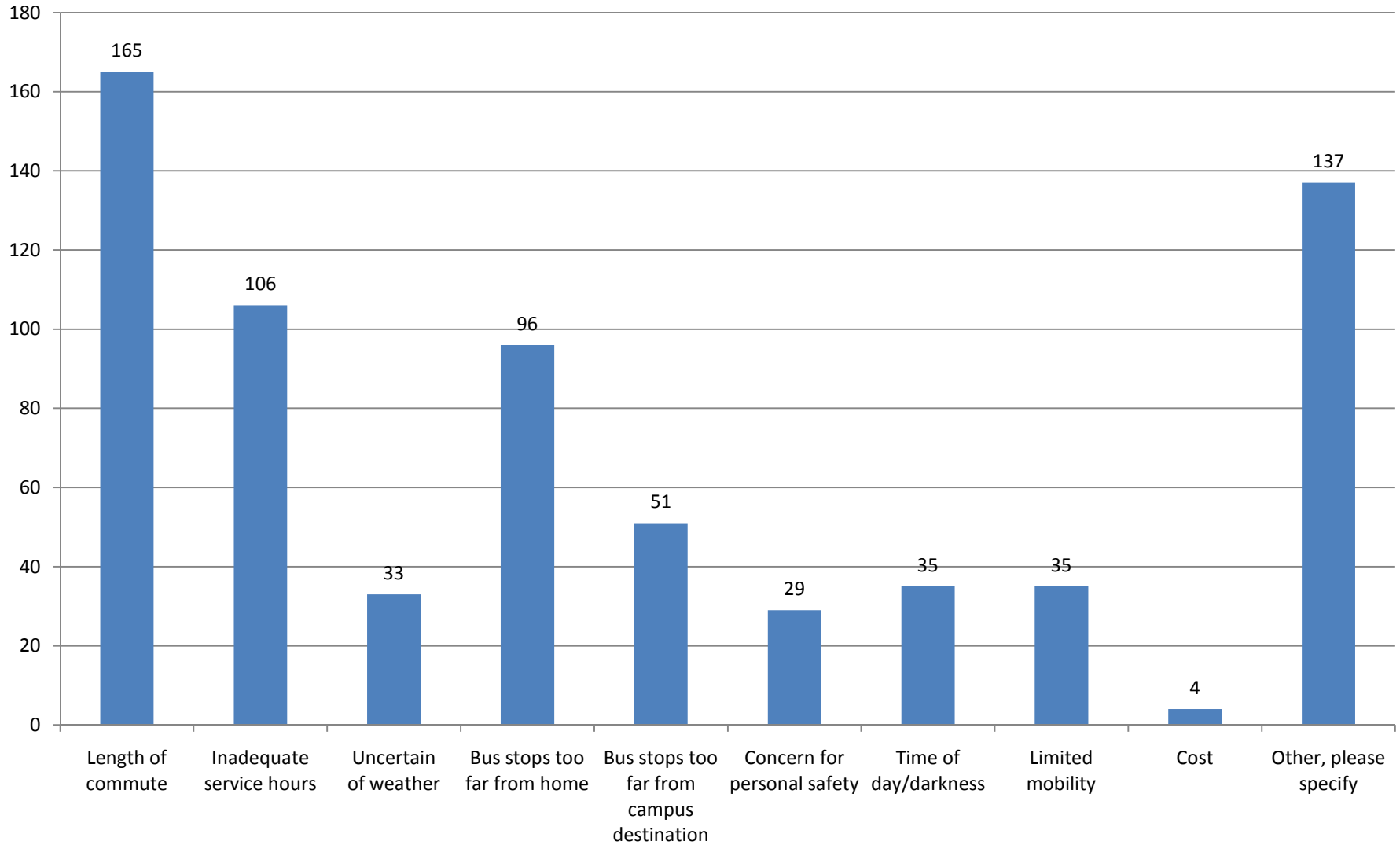
**3. If you do NOT walk to campus, please select factors that influence your decision. If you DO walk to campus, please skip this question.
Select all that apply:**



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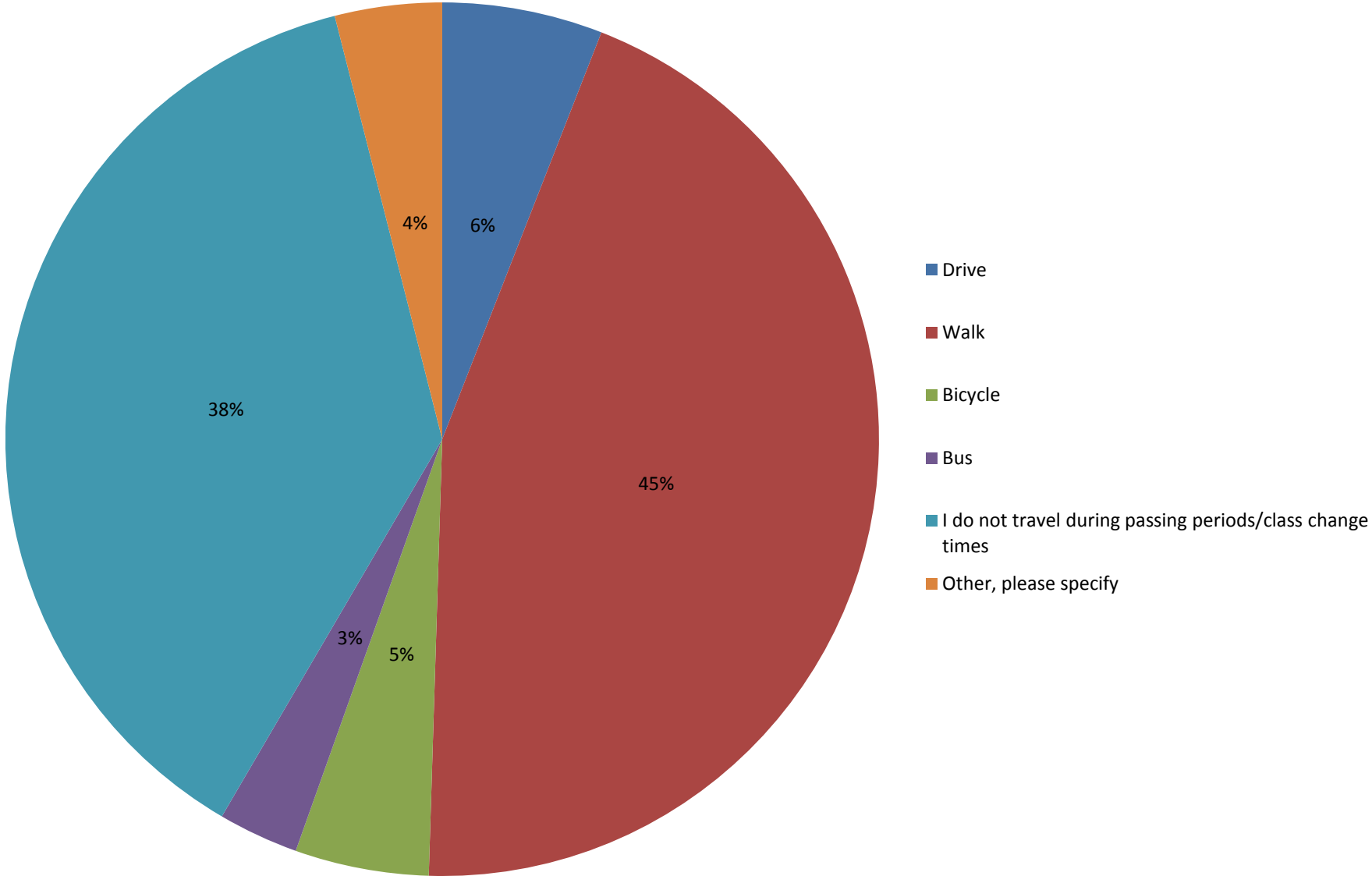
Campus Transportation Survey Results

4. If you do NOT take a bus to campus, please select factors that influence your decision. If you DO take a bus to campus, please skip this question. Select all that apply:



Appendix C
Campus Transportation Survey Results

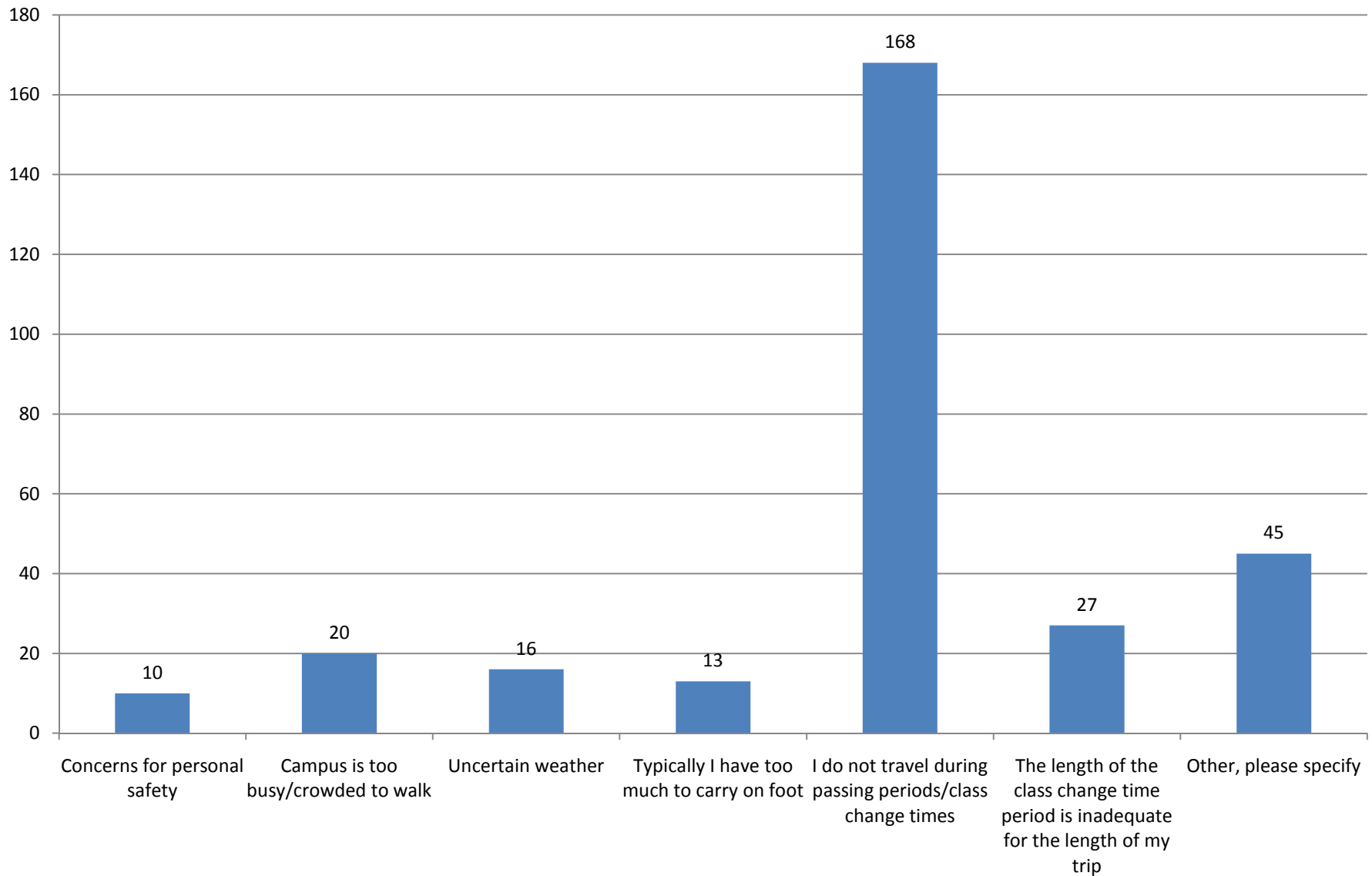
5. What is your PRIMARY mode of transportation during passing periods/class change times? Select one:



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Campus Transportation Survey Results

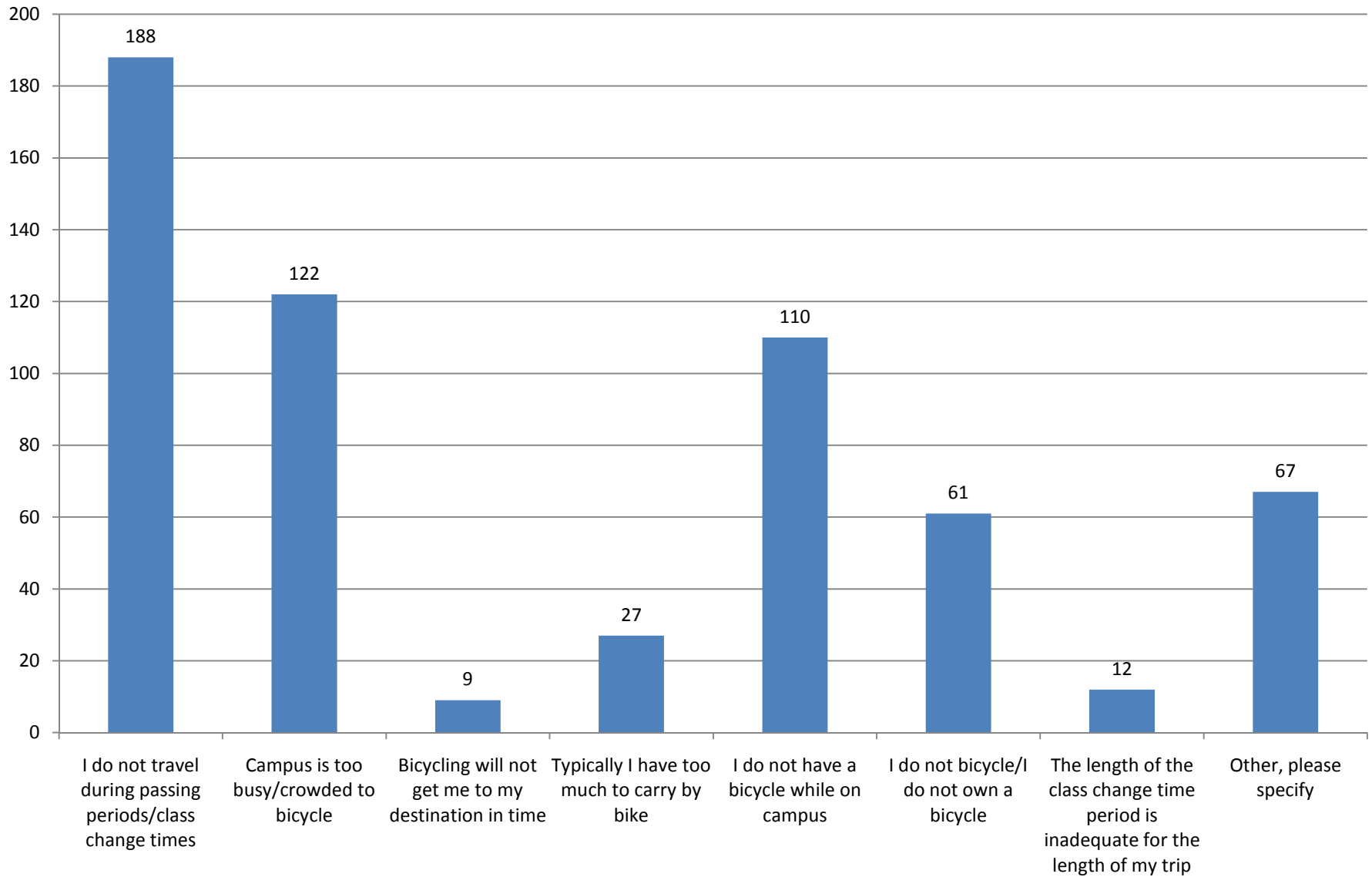
6. If you do NOT walk during passing periods/class change times, what are the factors influencing your decision? Select all that apply:



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Campus Transportation Survey Results

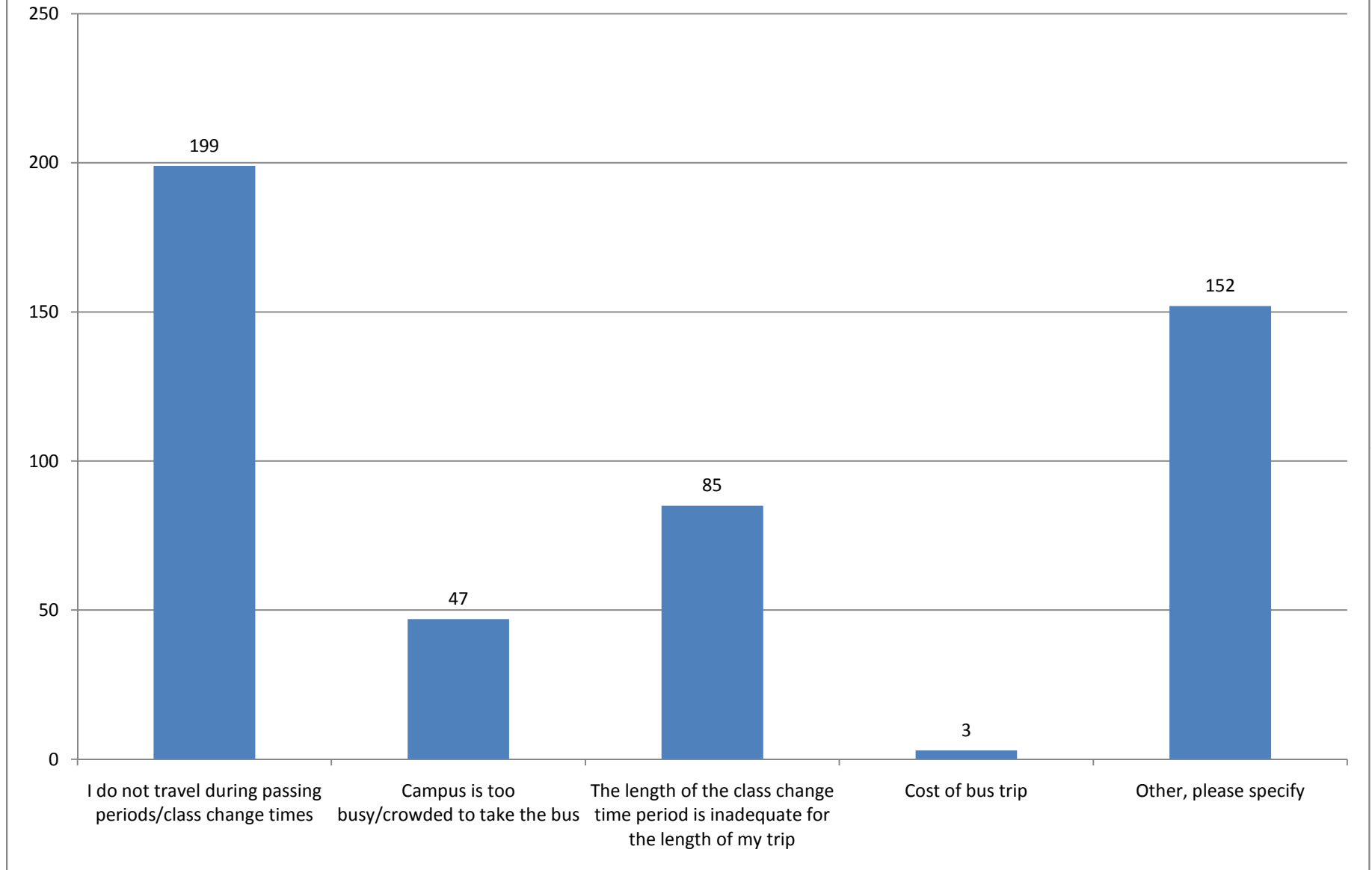
7. If you do NOT bicycle during passing periods/class change times, what factors influence your decision? Select all that apply:



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Campus Transportation Survey Results

8. If you do NOT take the bus during passing periods/class change times, what factors influence your decision? Select all that apply:

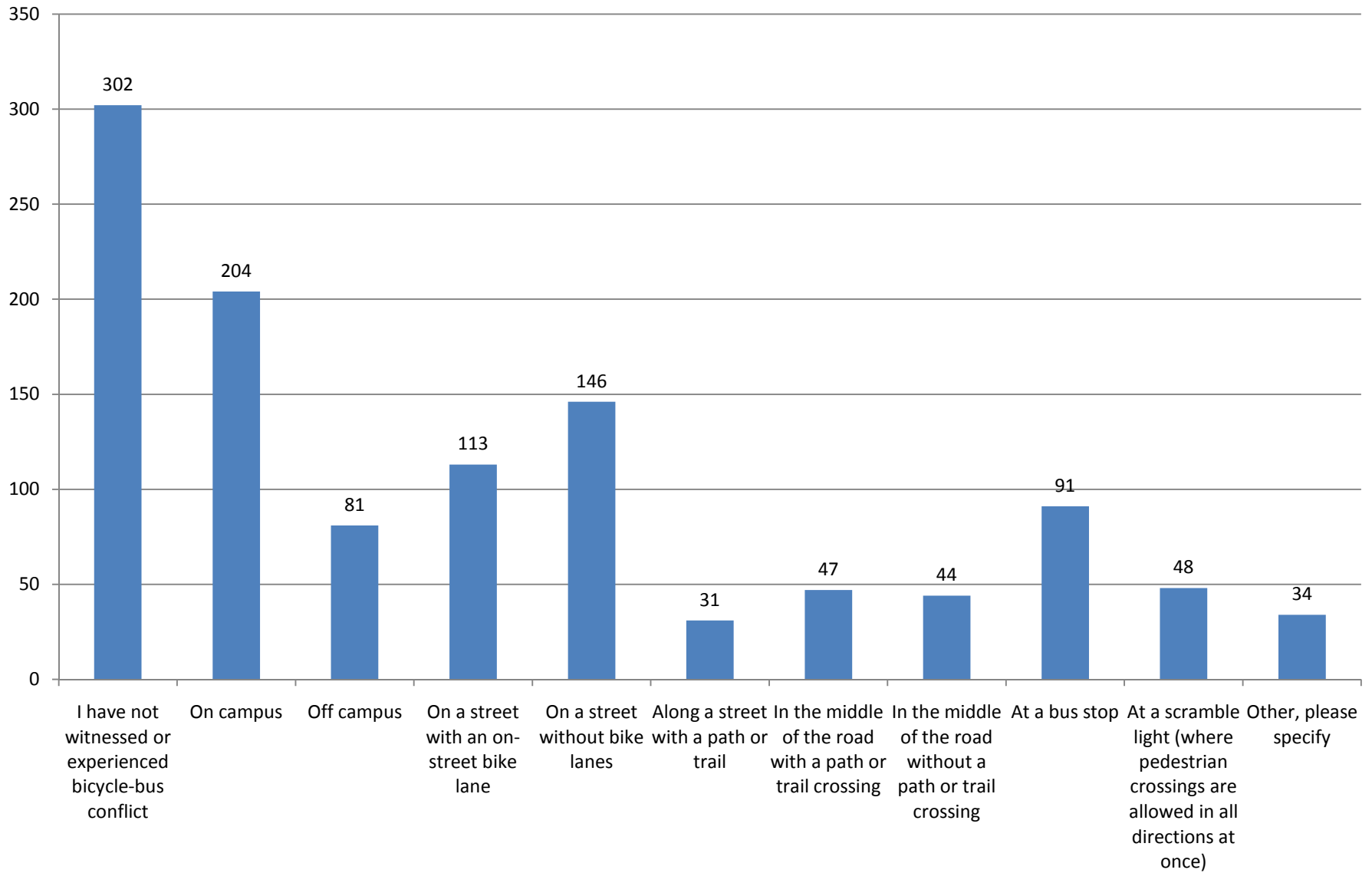


Appendix C

Campus Transportation Survey Results

9. Have you witnessed or experienced bicycle-bus conflict? If so, where?

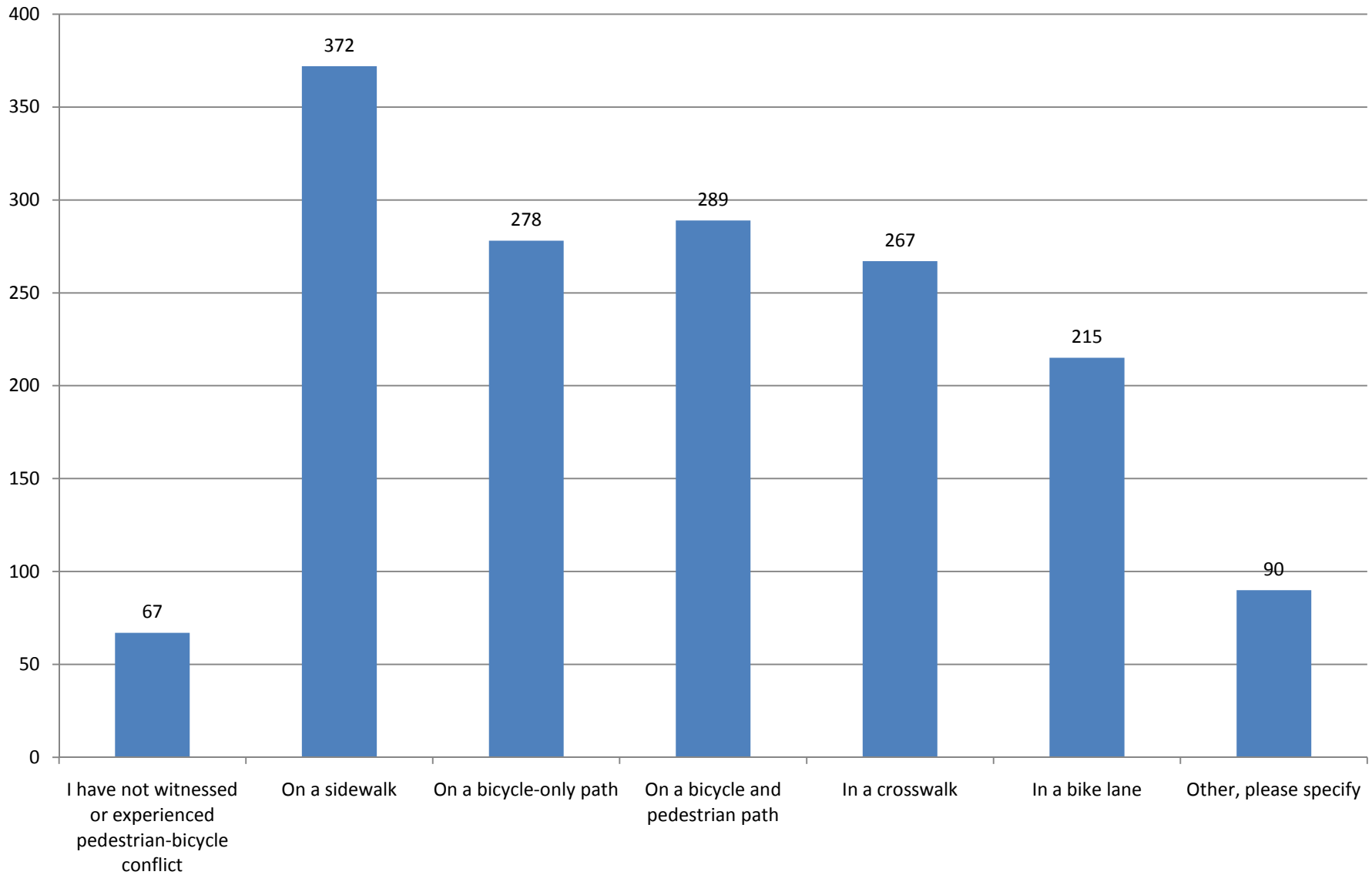
Select all that apply:



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Campus Transportation Survey Results

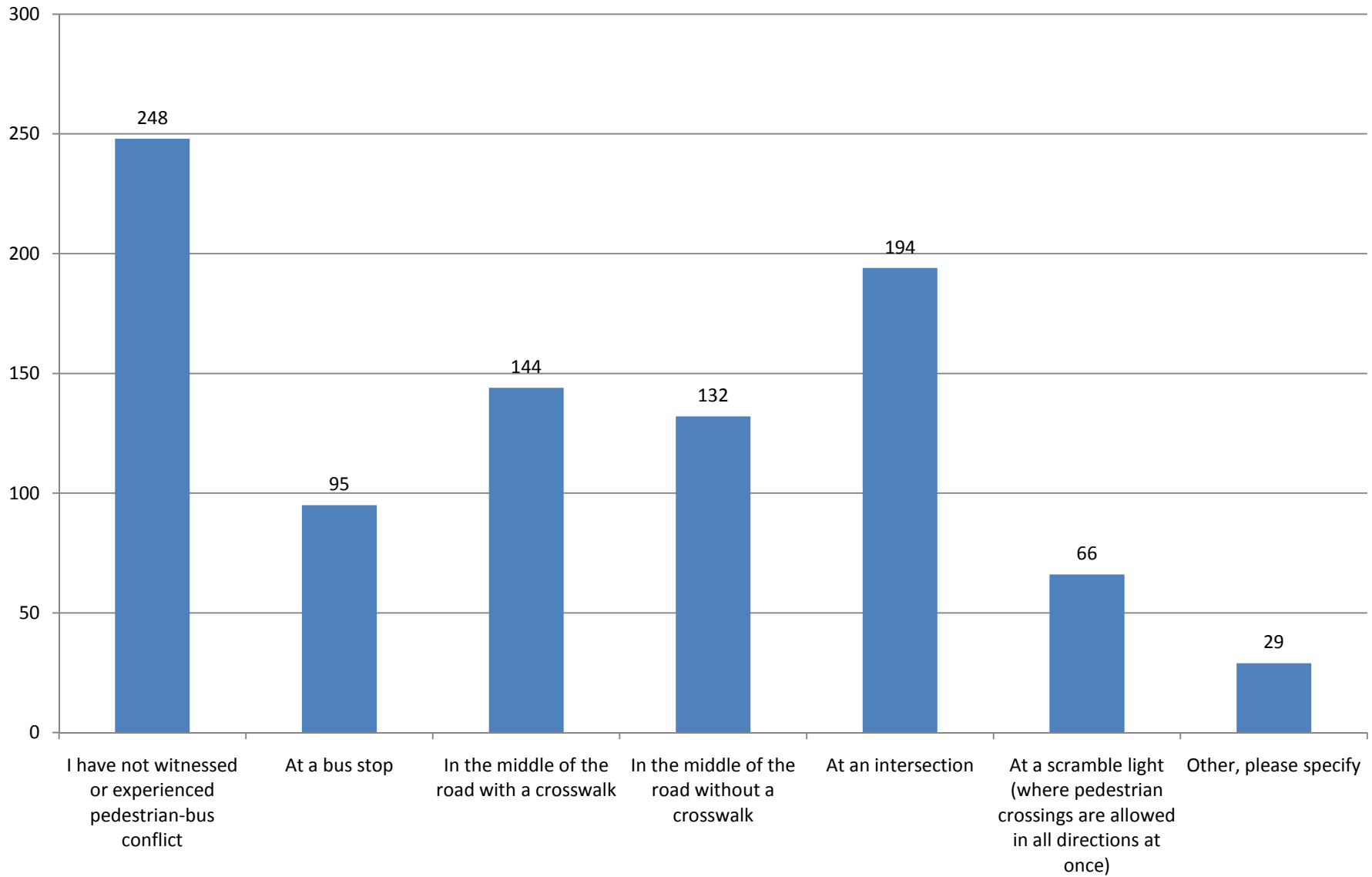
10. Have you witnessed or experienced pedestrian-bicycle conflict? If so, where? Select all that apply:



Appendix C

Campus Transportation Survey Results

11. Have you witnessed or experienced pedestrian-bus conflict? If so, where? Select all that apply:



Appendix C

Campus Transportation Survey Results

1. What is your PRIMARY mode of transportation TO AND FROM campus? Select one:

Respondent # Response

- 1 Bicycle, Bus, Walk
- 2 Bus and Bike
- 3 I frequently use all four modes.
- 4 Bus when nasty out, bike when nice.
- 5 Bus and Bicycle
- 6 Bus in winter, bike all time else
- 7 Bike, unless cold/icy
- 8 Drive and bike
- 9 Drive and Walk
- 10 I bike when the weather is nice, otherwise I drive
- 11 Bike when weather allows it; bus otherwise
- 12 bicycle or drive in bad weather
- 13 walk bus bike
- 14 drive, bike, bus
- 15 bicycle, walk, then bus is that order
- 16 I walk, drive, and bike depending on weather and how much I'm carrying.
- 17 bicycle or bus depending on weather
- 18 Bicycle in good weather, drive or bus in bad
- 19 Drive 60%, bicycle 30%, walk 10%
- 20 bus and walk
- 21 Walking and biking
- 22 bus and walk
- 23 Bus and bicycle
- 24 drive; bike in warmer weather and with time change
- 25 bus
- 26 bicycle car bus
- 27 bus, walk, drive, bike, in that order
- 28 drive, bus
- 29 drive and bike (occasionally bus)
- 30 walk in mid-winter, bicycle other times
- 31 Bicycle, Walk, Bus
- 32 drive or bicycle
- 33 Walk and Bus
- 34 Walk or bicycle or drive in with wife and walk home
- 35 bike (usually) and walk (occaionally)
- 36 Bus and Bicycle
- 37 Bike in nice weather, car in bad weather
- 38 bicycle, walk, occasionally bus, rarely drive
- 39 drive and bus
- 40 walk primary, bus for really bad weather.
- 41 Bus, Bicycle or Drive depending on weather or needs

Appendix C

Campus Transportation Survey Results

- 42 Busses in winter, bike rest of the time
- 43 walk and ride bike when the weather permits.
- 44 drive when cold, rainy, bike on nice days
- 45 drive and bike
- 46 bus, walk, bicycle
- 47 dropped off in a.m.; take the bus home
- 48 I am Driven to work via carpooling
- 49 Drive & Bicycle
- 50 During the winter I drive, Spring, Summer, and Fall I bike.
- 51 Drive, Bicycle
- 52 car, bike
- 53 I either walk using a wheelchair, or take the bus
- 54 drive and bike
- 55 Bus/walk in winter, bicycle in summer
- 56 Drive and bus
- 57 Winter: Bus, Drive Summer: Bicycle, Bus, Drive, Walk
- 58 Drive to E-14, walk or bus to office location
- 59 Drive, walk, bicycle
- 60 I primarily drive. I occasionally take the bus and in summer I often ride my bike.
- 61 Drive (carpool with wife) and Bus
- 62 bike, drive
- 63 Drive or take the Bus
- 64 drive primarily to, bus usually from campus
- 65 My commute involves part driving, part bus, part walking
- 66 Drive, Bicycle, Bus
- 67 bus and walk
- 68 drive and bus
- 69 I primarily bike during DST and ride bus October-March
- 70 drive and bus
- 71 mainly drive but may take bus or bike
- 72 car, bicycle, bus
- 73 Bus and Bicycle
- 74 Bus or drive
- 75 drive to my garage, then bus or walk
- 76 Drive or Cycle
- 77 bicycle; bus in winter weather; walk when that fails
- 78 Drive and walk
- 79 bicycle, walk, bus
- 80 Walk, Bus, Bike
- 81 walk in winter, bike in summer
- 82 bicycle and bus
- 83 walk, bus or bike
- 84 Bus and Drive
- 85 Bike or drive, depending on weather

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Campus Transportation Survey Results

- 86 Drive/bus
- 87 Walk and bus
- 88 bicycle for 9 months, bus for 3 months, walk sometimes
- 89 Bike and bus, once in a while I walk
- 90 Bicycle, walk or ride bus when weather conditions severe or temp <50°
- 91 Bike, Daylight saving, Drive, winter
- 92 bus or bicycle
- 93 Bike & drive
- 94 Taxi
- 95 a 50% split between bus and walking
- 96 Carpool, so I am dropped off at my office.
- 97 bus, drive
- 98 walk, drive, bus
- 99 I bike when its warm & dry, walk when its cold/rainy
- 100 Bike, Bus
- 101 drive, bike, bus
- 102 Drive, Bus
- 103 drive, bicycle, walk
- 104 Walk, Bus
- 105 Drive car and use bus
- 106 Drive and Bus
- 107 Twike -- fully enclosed human-electric hybrid vehicle (200-600 MPGe)
- 108 Bus & Bicycle at times during the summer
- 109 Bus, bicycle, walk
- 110 I bike or bus to campus, depending on weather conditions
- 111 Bus and bike
- 112 Walk when weather's nice, bus otherwise
- 113 Bus and Bike
- 114 Bus in the winter. Bike in Spring/Fall
- 115 Weather permitting, bike. Otherwise walk or bus.
- 116 bus and bicycle
- 117 Drive, walk
- 118 Bus, Walk, Drive
- 119 Bike and Bus
- 120 car in winter, motorcycle in summer, occasional bike in summer, used to exclusively bike before I moved further away from campus
- 121 Bicycle and Bus
- 122 Bus and walking in winter, Bicycle in summer
- 123 Bike in nice weather, bus otherwise, walk sometimes
- 124 60% bike, 40% bus
- 125 bus and bicycle
- 126 carpool in mornings and bus at night, or bicycle both ways
- 127 Bike and Walk
- 128 Walk, Bus, Bicycle

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Campus Transportation Survey Results

- 129 Bike and Bus
- 130 Drive or Bus
- 131 Bus, Drive
- 132 bus, drive
- 133 Walk, bike, or bus
- 134 Bus and walk
- 135 Bicycle and walking
- 136 drive, bus, walk
- 137 bus, bike and walk
- 138 Bus in the winter, bike when it's warm.
- 139 Walk and bus in winter, walk and bike anytime else
- 140 drive, bus, bike
- 141 Bicycle, Bus
- 142 Bicycle in the summer; Bus in the winter, or when it is raining.
- 143 Bicycle, Bus
- 144 bus and bicycle
- 145 drive car / ride scooter
- 146 Bus/walk
- 147 Walk, Bus

2. If you do NOT bicycle to campus, please select what factors influence your decision. If you do bicycle to campus, please skip this question. Select all that apply:

Respondent # Response

- 1 Personal Hygiene
- 2 Am not on campus everyday anymore. When I venture there, I drive.
- 3 Do not want to arrive at work sweating.
- 4 health
- 5 I hate bicycle riders. Rude. Inconsiderate. Traffic scofflaws.
- 6 my route to campus involves riding on Kirby, a street too busy during my travel times to feel safe on a bicycle. I need a safer way to get into campus from south Champaign
- 7 Responsible for dropping off kids at daycare many mornings.
- 8 I'm a caretaker for an elderly parent and need to be able to get home quickly if called
- 9 I leave too far away from campus to bike
- 10 really bad drivers in CU
- 11 Inconvenient to store in my apt.
- 12 sweaty when arrive at work
- 13 Workclothes not suited for bicycle travel.
- 14 child transportation responsibilities
- 15 Ice
- 16 Travel back and forth between farms and campus
- 17 too many extraordinarily poor vechile drivers
- 18 Professional attire & personal hygiene after trip to work.
- 19 personal hygiene after biking; factoring the timing in
- 20 the bike paths on Mathews are in dangerous disrepair.

Appendix C

Campus Transportation Survey Results

- 21 I do not know how to ride a bike
- 22 Convenience of having own car available for errands.
- 23 Would be hot and sweaty when arrive at work
- 24 need to run lots of errands around town during day
- 25 St. Mary's Road to our office area is unsafe for bicycles.
- 26 dropping off/picking up kids @ school
- 27 Lack of a safe way to get over I-57 bridge on west Kirby Ave.
- 28 I have to pick up my children on the way home from work.
- 29 worry about appearance when I arrive
- 30 Live to far away
- 31 driving kids to school
- 32 Parking lot - An incentive for cycling would be credit for days bicycled and don't park
- 33 don't want to sweat before entering work
- 34 Use wheelchair, not bike
- 35 no facilities for shower/change at work
- 36 I car pool
- 37 expense of parking-.75 hr., move car every two hrs., waiting list of 3 years for parking garage spot

- 38 I wear a skirt most days
- 39 no shower/lockers facilities to clean up for work
- 40 winter weather in general, commute traffic, pedestrians, and other cyclists who don't follow the rules of the road
- 41 I have to take my infant and toddler to daycare and then come to work.
- 42 No end-of-trip facilities for staff on my end of campus: Eg no showers.
- 43 personal physical fitness
- 44 need to dress professionally sometimes makes biking impractical
- 45 bus is preferable
- 46 The several months I do not bike it's due to time of day/darkness and concern for personal safety.

- 47 I rarely ride bike b/c I drive daughter to Campus Middle School then go to work. Plus weather and time issues
- 48 prefer to walk
- 49 like to read on the bus/get too sweaty
- 50 health
- 51 I have to take my daughter to school and pick her up.
- 52 I drive my wife, who works at Altgeld Hall.
- 53 I am currently pregnant and unable to ride a bike
- 54 Inconsisten implemenation of paths and traffic management (crosswalks, etc)
- 55 I go home for lunch everyday, which I couldn't do if I biked
- 56 Bringing Clothes to change into
- 57 bike lanes not plowed
- 58 I prefer walking
- 59 My bike is off campus
- 60 I do not want to be sweaty when I arrive at work
- 61 have to dress nice

Appendix C

Campus Transportation Survey Results

- 62 I do not have my bike here on campus
- 63 Lack of COVERED bicycle parking, lack of shower facilities where I work, Childcare pickup/dropoff before and after work... and being on call for sick kiddo pickup...
- 64 60 y/o
- 65 Must take children to and from school
- 66 I cannot ride a bike
- 67 existing bike paths and lanes are not well thought out and dangerous to cyclists and pedestrians.

- 68 I live close, I'd rather walk to get more exercise
- 69 sweaty when I arrive at work
- 70 a lot of pedestrians and traffic makes me feel unsafe when I bike
- 71 bus is free for UI students
- 72 must move around campus quickly, only have fleet van for part of shift
- 73 Just don't tAke the time to bike
- 74 have to be able to quickly get children from school daycare if ill

3. If you do NOT walk to campus, please select factors that influence your decision. If you DO walk to campus, please skip this question. Select all that apply:

Respondent # Response

- 1 too far - would be too sweaty by the time I got to work
- 2 Need for speed
- 3 Biking promotes a healthier lifestyle than bus or car.
- 4 Same as previous.
- 5 Do not want to arrive at work sweating.
- 6 health
- 7 Takes too much time
- 8 When I choose to use the bus, it's mostly because I have to carry several things.
- 9 it's just as easy to bike
- 10 My bicycle is so much faster and more fun, even with the appallingly bad bicycle facilities on campus.

- 11 unshoveled walks in winter
- 12 Biking is so much faster than walking!
- 13 duration of commute
- 14 Convenience of having own car available for errands.
- 15 No sidewalks available. Roadside walking EXTREMELY unsafe on St. Mary's Road.
- 16 dropping off/picking up kids @ school
- 17 Lack of a safe way to get over I-57 bridge on west Kirby Ave.
- 18 Live to far away
- 19 no facilities to shower/change at work
- 20 I car pool
- 21 sidewalks between my house and campus aren't shoveled
- 22 I have to take my infant and toddler to daycare and then come to work.
- 23 lack of street lights
- 24 I do walk more when the weather is mild.
- 25 Biking is faster, if can't bike due to weather or other reasons, I take bus.

Appendix C

Campus Transportation Survey Results

- 26 live out of town, very long walk
- 27 Prefer to bike
- 28 I have to take my daughter to school and pick her up.
- 29 I drive my wife, who works at Altgeld Hall.
- 30 I do not walk at night.
- 31 Quicker
- 32 easiness of busses
- 33 Must take students to and from school
- 34 I like bicycling
- 35 I have good bicycling and bus options
- 36 takes too long
- 37 Sidewalks are not cleared of ice or snow
- 38 biking is faster
- 39 my bike is faster
- 40 must move around campus quickly, only have fleet van for part of shift

4. If you do NOT take a bus to campus, please select factors that influence your decision. If you DO take a bus to campus, please skip this question. Select all that apply:

Respondent # Response

- 1 Bus often arrives at inconsistent times
- 2 Same as previous.
- 3 Complex, confusing schedules and circuitous routes
- 4 Too many transfers.
- 5 frequency of buses is inadequate
- 6 Complexity of commute it creates
- 7 bus schedules and stops unclear
- 8 Need car during day for University-related business
- 9 Started using bike in July 1963, and just haven't learned how to use the bus system
- 10 Inconvenient schedules
- 11 Need immediate access to transportation
- 12 Drop off kids at daycare many mornings.
- 13 prefer to walk or drive
- 14 Infrequency of service -- I'm farther out, there's one bus per hour
- 15 Often have errands or appointments that require car before or after work.
- 16 ability to walk and bicycle negate need to ride bus
- 17 Bus takes longer than biking
- 18 When I do take the bus, it is mostly because of personal safety concerns due to the nighttime attacks in the campus area.
- 19 i'm close enough to walk. unless it is raining hard or extremely cold, i would rather walk.
- 20 routes and schedules don't work well for me
- 21 I live in Mahomet, no bus access
- 22 Bus schedule/route isn't presented clearly enough that I feel confident using the bus.
- 23 I live too close--so I walk
- 24 long commute time and lack of flexibility doing errands

Appendix C

Campus Transportation Survey Results

- 25 prefer to bike
- 26 I live close enough (1.5 miles) that I don't need the bus.
- 27 Don't like having to wait for the bus.
- 28 I prefer walking, biking, or driving with wife
- 29 I do take the bus when the weather's crappy. The "other" is that my bicycle is so much more fun!

- 30 inconvenient to manage the timing combined with walk to stop combined with weather issues (i.e., none unsurmountable, but together...)
- 31 I'm too close to my destination for bus to have value.
- 32 Too much to carry
- 33 I used to take the bus, but with children I now need to be able to get home more quickly and on my own shchedule.
- 34 Live too close to wait for a bus.
- 35 I usually run errands or run home at noon
- 36 schedule is hard to figure out
- 37 No bus service to farms
- 38 limited freedom during day if I have to run errands
- 39 bicycling is more direct; in bad weather, I do take the bus
- 40 durations of commute as compared with driving
- 41 commitments after work;
- 42 convenience of having my own transportation
- 43 Convenience of having own car available for errands.
- 44 Lazy
- 45 All of the above
- 46 Closest bus is some distance from office with no safe way to walk. Also have frequent meetings on heart of campus, walking to bus too time consuming as well as being unsafe.
- 47 I live in Turnberry Ridge, where we pay taxes to the MTD, but have EXTREMELY limited bus service. A bus goes right past the entrance to our subdivision just a few blocks away, but doesn't stop there.

- 48 30mile commute - no shuttle-bus service
- 49 I have to pick up my children on my way home from work.
- 50 unfamiliar with routes/timing
- 51 Bus service not provided where live
- 52 No bus service available!
- 53 No direct route from home; would involve transfer
- 54 I need access to leave with having a Child in school if need be, so that is the main reason for not taking the bus.
- 55 driving kids to school
- 56 Bus service not available in Philo
- 57 too much time required
- 58 must drop off and pick up kids
- 59 transfer is necessary which increases time of commute
- 60 Length of bus trip.The stops are convenient, but a ride of over one hour, one way (with a transfer). I can drive myself to work in 7 minutes.
- 61 No bus to Mahomet to even consider the option
- 62 no freedom to leave at lunch

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Campus Transportation Survey Results

- 63 Buses tend to get unsafely crowded (beyond the point of maximum occupancy) near campus.
- 64 complicated bus schedule
- 65 Do not want to wake up earlier than necessary to catch a bus
- 66 have car
- 67 I have to take my infant and toddler to daycare and then come to work.
- 68 Route changes + day care turned our convenient 6 orange route into an inconvenient 3-bus, 2-transfer route.
- 69 Flexibility hours
- 70 Prefer to bicycle
- 71 Cannot get to the bus stop safely in my wheelchair.
- 72 Unable to catch bus in time due to my childrens school hours.
- 73 During the months I do not take the bus it is because I prefer to bike
- 74 Takes too long and I do a lot of errands after work. I used to ride it when I first started working as I had to park in the remote lot across from the Assembly Hall, but that is an hour and 20 minutes I don't have to "waste" while waiting and riding the overly full busses (with sick students coughing all over you sometimes) at 5 p.m.
- 75 I can't get from work to where I need to be in a timely manner on the bus. Activities don't end based on the bus schedule. I don't want to stand on the corner, in the snow/rain/heat waiting for a bus that may be up to 15 minutes late. It is hard for me to get on and off - drivers don't like to make it kneel - so I end up hauling myself up using the handrails. It's hard to do that when carrying things, esp. everything I need for the day. I don't want to carry everything I need for the day and evening everywhere with me. There are no shelters anywhere I pick up a bus. I'm in the middle of routes and the bus is often 10 min. or more late. The bus takes twice as long as driving, if you factor in the waiting time because the schedule doesn't match up, and because the bus is late, it's more than twice _that_. I took the bus everywhere when I was in my 30's, I did my time standing in rain and getting stuck in the middle of nowhere because I misread the route. Last winter I spent an hour trying to walk two blocks in freezing rain because I took the bus instead of driving. It was horrible, it was so slick I didn't think I'd be able to get up if I fell. I won't do that again.
- 76 I bike as it is faster and sometimes convenient to have bike on campus. I do bus some days, particularly in inclement weather.
- 77 poor service for too much money
- 78 Like the flexibility of having my car on campus.
- 79 really timing of commute and my need for car to drive daughter to campus Middle School and get home to let dog out at lunch
- 80 prefer to walk; will take bus in severe weather
- 81 Service hours are okay, but I need more flexibility (when I want to leave "now")
- 82 no service (live out of town); lack of flexibility/service after work
- 83 Irregular bus service
- 84 family transported to several different places
- 85 Prefer to bike
- 86 I like the exercise and my bus (Illini) is never on schedule
- 87 Have to go to daycare first.
- 88 I need to be able to go whenever I'm ready.
- 89 I drive my wife, who works at Altgeld Hall.
- 90 Don't want to.
- 91 heathier not to take the bus

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Campus Transportation Survey Results

- 92 Bus route scheduling is inefficient.
- 93 Bus not available
- 94 I already live close to campus. Current bus options only offer very indirect routes to my destination and would result in adding time and distance to my commute.
- 95 Busses are not a clean mode of transportation for the small zone around campus.
- 96 Uncertain hours to arrive or leave work
- 97 Bicycle has no waiting and is more flexible.
- 98 live out of town, no bus access
- 99 Too many connections needed, time it takes.
- 100 There are no bus stops in our area of Savoy. We have to drive to a mall and park to get a bus

- 101 don't like being tied to bus schedule
- 102 The bus I would take requires a stop at the train station which adds too much time.
- 103 Not available from Rantoul
- 104 I need to be able to drop everything and get sick kids from day care or school and the bus doesn't allow for that kind of flexibility. I have to wait for it and it's almost always a 30 minute wait. Plus then I'd have to bus from day care home with a sick kid? No thanks.
- 105 Inconvenience and waiting time to catch the bus
- 106 prefer a physically active mode of transportation
- 107 I've had too many unpleasant experiences riding the shuttle bus
- 108 Might as well drive if I'm worried about walking back from bus stop at night.
- 109 Don't want to wait for bus.
- 110 Convenience -- I tried taking the bus for a while, but it seemed to be consistently VERY late. Plus, if I miss the bus I'm stuck waiting an additional 10-30 minutes, possibly in the rain or snow.

- 111 Not offered bus service
- 112 many buses, but I am in saddle between stops for most of my destinations; the way it is, but not a complaint.
- 113 Have to go home at lunch (quickly) to let dog out.
- 114 Don't want to wait for bus
- 115 combination of inadequate bus stops and limited/inconvenient service hours since lines and services were revamped last summer, suddenly leaving my neighborhood in a lurch
- 116 Childcare pickup/dropoff before and after work... and being on call for sick kiddo pickup... and sadly that extra 15-20 minutes of sleep... I admit, I'm not a morning person. I do ride the bus home FROM campus and it drops me off right next to my house.
- 117 # of bus transfers before getting to work and how much extra time it would take from my day to consider the option.
- 118 Must take students to and from school
- 119 Buses do not run frequently enough or with enough consistency to justify taking the bus. I can bike faster to campus than waiting for and riding the bus.
- 120 buses too often not on time
- 121 If I stay past 7PM on campus I have to walk almost a mile from the closest other stop.
- 122 I get carsick easily, especially on buses crowded during commuting hours
- 123 Bus tracking service is unreliable
- 124 convenience, have to catch bus at certain time that can be inconvenient to meeting times (i.e. allow more time at home, more sleeping time, etc.)
- 125 Availability of bike lanes on and off campus.
- 126 I'm always running late, and driving takes less time than taking the bus

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Campus Transportation Survey Results

- 127 I live close enough to campus I do not need to bus
- 128 No need for the bus routes. I also have a car if needed to go farther
- 129 The busses are loud, particulate-spewing albatrosses. I cannot believe what has happened to the air that used to be here in Urban - and Champaign. It was clean, fresh air - even when there was a south wind... albeit more fragrant. Now I am disgusted to find it no different than Chicago, New York, or any of the "European" metropolises. And this great University is subsidizing them! All joking aside, it is sad and frustrating the air quality has declined so precipitously because of the busses Ask yourself if students REALLY need a bus to go from Krannert to the Union, or from Engineering Quad to even the Undergraduate Library. Seriously..
- 130 Times are inconvenient if I want to be dropped of by my house. The Green Express only runs during limited hours; otherwise I have to walk a quarter mile in the dark with no street lights.
- 131 Concern about not being on time, about waiting long time, etc.
- 132 the bus schedules are a morass are far too confusing stupidity. and don't even get me started on the "northeast direct" service. worst. ever.
- 133 must move around campus quickly, only have fleet van for part of shift
- 134 No service to Mahomet
- 135 have to be able to get to kids schools/daycare

5. What is your PRIMARY mode of transportation during passing periods/class change times? Select one:

Respondent # Response

- 1 bicycle or walk or bus depending how far I have to go and the weather
- 2 Walk, or bicycle if I have it on campus
- 3 Same as above
- 4 don't travel regularly during these times, but when I do, primarily choose to walk but will bus if it is convenient
- 5 Walk or Bus
- 6 I use all four of the above
- 7 depending on the distance- walk or drive. bus maps are messy on campus
- 8 I try not to drive during passing periods, but I cannot say I do not travel during this time.
- 9 Staff do not change classes
- 10 I walk & take bus depending on campus bldg I'm heading to.
- 11 I rarely walk during these times, but when I travel across campus it is almost always by walking.
- 12 drive or walk, depends on distance
- 13 N/a
- 14 Walk or bus, weater dependent
- 15 Drive but only during the lunch hour
- 16 Depends on weather ride bicycle when I can, mostly walk
- 17 What is a passing period?
- 18 I try to avoid driving or drive around campus during class change times.
- 19 I am a staff
- 20 I'm an employee, not a student.
- 21 bus and walk
- 22 Walking or bicycle

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Campus Transportation Survey Results

23

24 Bicycle, Walking

6. If you do NOT walk during passing periods/class change times, what are the factors influencing your decision?
Select all that apply:

Respondent # Response

1 I am staff

2 na

3 don't usually travel during class changes - if I did I would walk

4 I'm traveling too far, often off campus to home

5 efficiency

6 I'm a grad student - my classes don't line up with undergrad passing times.

7 Too many place to go

8 when i have my bike, why walk?

9 efficiency

10 I am often arriving on campus during a passing period - or going to a meeting

11 Biking is so much faster!

12 bicycle is more convenient

13 the CUMTD website is a mess. I can never find the right map, tell what street which buses run, and very few of the bus stops indicate the bus routes.

14 I find the bicycle traffic to be too dangerous.

15 remote location

16 I'm delivering a van full of plants to NHB greenhouse

17 not applicable

18 It is a regular work day for me.

19 I work on campus, not an every day thing

20 Get to destination quicker on bus with limited time

21 Usually leaving campus for lunch

22 Not a student...I'm in the office for most of this time.

23 n/a - don't generally have to travel during class period/change times

24 I hate going on campus (work in S Research Park) excpet when dropping daughter at 8 and pickup at 3.

25 I have my bike

26 distance mostly

27 Staff member (so I am working at my receptionist desk)

28 N/A

29 I drive my wife, who works at Altgeld Hall.

30 usually dropping someone off

31 Distance and time

32 some of my shifts begin during these times (and i drive to work).

33 I am an employee who works in one main building throughout the day.

34 bicycling is faster than walking

35 I only encounter this time during lunch hour, in which I drive

36 Inconsiderate bicycle riders who ride on sidewalk instead of designated bike paths

37 work maint. on parking meters

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Campus Transportation Survey Results

- 38 I do not need to.
- 39 I do walk on campus, but not to and from home
- 40 Not a student
- 41 When riding my bike around campus I am able to move considerably faster with fewer stops and I like to keep my bike with me.
- 42 biking is faster
- 43 too far to walk, it is easier and faster to take a bus
- 44 I am not on campus during class hours

7. If you do NOT bicycle during passing periods/class change times, what factors influence your decision? Select all that apply:

Respondent # Response

- 1 It's a short-enough walk that unlocking and re-locking my bike feels like more of a hassle.
- 2 Easier to walk short distance
- 3 I am staff
- 4 distances too short for biking
- 5 pedestrians walk in bike lanes
- 6 trips are short - bike not needed.
- 7 As in #2, I hate bicycle riders for all the same reasons
- 8 I'm traveling too far, often off campus to home
- 9 Walking is fine
- 10 people on campus yell at bicyclers as they are walking.
- 11 Close enough to walk.
- 12 I don't have to travel too far to warrant riding a bicycle
- 13 I have enough time to walk between classes.
- 14 The distances are not so great as to warrant it
- 15 I enjoy walking
- 16 Trip too short to justify bike
- 17 dressed too professionally for a bike
- 18 Only during the summer do I bring my bike to campus.
- 19 bike lanes are not clearly labeled, pedestrians everywhere.
- 20 Retrieving bike from somewhere away from building, biking to next building, parking somewhere not at destination, then walking to destination takes too long.
- 21 Not practical for our location
- 22 short enough distance that walking serves me well. i like to walk.
- 23 Not on campus much at those times
- 24 same as above
- 25 work on campus...no need to be out during passing periods
- 26 Uncertain weather
- 27 I try to avoid change times at all costs!
- 28 I work in an office that does not require me to travel
- 29 Walking is much easier.
- 30 not applicable
- 31 Afraid of other cyclist who completely disregard any rules of the road or common sense.
- 32 As long as I have time, I prefer to walk when on campus. I bike if I'm running late.

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Campus Transportation Survey Results

- 33 Don't really go out between classes much. If I have an errand for the office, I try to do it after the hours. Also I am too old to ride a bike - have one - but need osteo surgery and bikes don't match well with that.
- 34 See #6
- 35 n/a - don't generally have to travel during class period/change time
- 36 campus does not maintain former excellent path system
- 37 Unlocking, cycling, locking bike takes too long between meetings
- 38 weather - biking in the winter is messy
- 39 N/A
- 40 usually dropping someone off
- 41 Same as answer 2.
- 42 walking is optimal for me
- 43 Distance
- 44 I am an employee who works in one main building throughout the day.
- 45 Short walk- no need to bike.
- 46 Uncertain weather
- 47 I only encounter this time during lunch hour, in which I drive
- 48 My campus trips are short; it takes less time to walk
- 49 same as #7
- 50 Staff
- 51 I do not have far to travel, bicycling is unnecessary
- 52 too dangerous
- 53 Classes are close, more exercise to walk
- 54 Good bike racks (that allow locking a wheel+frame with a u-lock) are hard to find at most buildings.

- 55 Bike lanes are not respected by facilities staff. They are regularly blocked or have snow shoveled onto them
- 56 some bike racks don't have enough spaces
- 57 bike isn't needed as the buildings are close together
- 58 Takes longer to unlock bike, ride to the nearest rack, lock it, and walk to class
- 59 The distance between classes isn't enough to justify needing a bike.
- 60 faster to walk than deal with parking and securing a bike
- 61 MTD bus makes me unsafe to ride bike
- 62 I walk or take a bus
- 63 i like walking.
- 64 Too many peds in bike lanes! And inadequate bike land connectivity
- 65 It's too short of a distance so I don't bother
- 66 I am not on campus during class hours

8. If you do NOT take the bus during passing periods/class change times, what factors influence your decision? Select all that apply:

Respondent # Response

- 1 It would take longer to take the bus than simply walk
- 2 Bus is not on time. If I am lucky, bus is coming, I certainly take a bus.
- 3 It's probably faster to walk than to wait for a bus given the short distance.

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Campus Transportation Survey Results

- 4 Bus is overkill for the distance (< 0.5 mile)
- 5 I am staff
- 6 distances too short for bus
- 7 No need to - - short distance.
- 8 bus schedule inadequate (not enough buses)
- 9 inconvenient bus stop distance
- 10 trips are short - bus not needed
- 11 Prefer to walk
- 12 Difficulty figuring out schedule
- 13 see above
- 14 Inconvenient schedules
- 15 Buses take strange routes - don't usually go where I need to.
- 16 Bus is too infrequent
- 17 Trips generally short enough to not need the bus.
- 18 All Buses over 25 ft long should be outlawed on Campus there is not enough lane width for the oversized vehicles on campus. The buses are destroying our streets, if trucks this size and weight were allowed on these streets they would be FINED!
- 19 buses are often overcrowded with rude riders on campus during the day
- 20 Bus routes may or may not be more efficient/faster than walking
- 21 Usually walking is just faster than dealing with the bus
- 22 Haven't learned the bus schedules/routes
- 23 Unnecessary, I can walk.
- 24 It would take longer to wait for the bus than it would to walk
- 25 Intra-campus bus routes not convenient
- 26 Close enough to walk.
- 27 I'm on my bike
- 28 I don't have to travel too far to warrant waiting for the bus
- 29 I have enough time to walk between classes.
- 30 Classrooms are usually close together
- 31 The distances are not so great as to warrant it
- 32 Bus doesn't go where I need to go.
- 33 Prefer to walk or bicycle
- 34 Distance is too short to take the bus.
- 35 Uncertain schedule
- 36 efficiency
- 37 buses too crowded at busy times
- 38 Campus is too small to necessitate any transport by foot and bike. We all NEED to expend the energy
- 39 I'm only on one part of campus and I enjoy the time to get outside and walk. It would take longer to wait for a bus than walk between my buildings.
- 40 Trip too short
- 41 usually it's close enough that walking is more convenient; when it isn't, it sometimes takes longer to find out which bus to use than it takes to walk
- 42 quicker to walk
- 43 I usually only need to go a short distance and it is unnecessary to bus.

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Campus Transportation Survey Results

- 44 Prefer to ride my bike; gets me closer to destination.
- 45 short distances
- 46 walking is better exercise
- 47 bicycle is more convenient
- 48 I usually only go to places that are close, so I don't need to take a bus.
- 49 i want to know where I am going and when. the bus stops don't exhibit maps of routes.
- 50 If I must go somewhere on campus, I walk. If I am traveling from home to campus or vice versa, I drive.
- 51 Too lazy to learn bus schedule, routes.
- 52 Distance more conducive to walking
- 53 length of my walk too short to justify bus/I need the exercise
- 54 No bus available
- 55 too impatient for the bus system.
- 56 My destination is close and easier-faster to walk
- 57 short enough distance that walking serves me well. i like to walk.
- 58 Usually just going to another office to drop off, it's healthier for me.
- 59 same as above
- 60 I prefer to walk
- 61 I need the exercise - I walk
- 62 no need to be out at passing periods
- 63 No good route
- 64 Bus stop are too far away
- 65 if we have meetings I do take a bus
- 66 don't know the bus schedule
- 67 I work in an office that does not require me to travel
- 68 Walking is better for me.
- 69 short distances don't require bus
- 70 Inadequate bus schedule
- 71 I prefer to walk on campus, for the exercise.
- 72 Not applicable
- 73 See #6
- 74 bus usually doesn't work w/ my schedule and locations
- 75 n/a - don't generally have to travel during class period/change time
- 76 faster and safer and less expensive to walk or bike
- 77 also bus is not timely for me to run to meetings between S Research Park and NRB
- 78 I have my bike
- 79 Prefer to walk for the exercise.
- 80 Routes changed and is no longer conducive
- 81 No direct bus route, quicker to walk at my usual speed
- 82 walking is sufficient; it's nice to be outdoors
- 83 N/A
- 84 Don't want to.
- 85 usually dropping someone off
- 86 I do not have that far to travel so it is faster to walk.

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Campus Transportation Survey Results

- 87 MTD route schedule confusing
- 88 i use my bicycle
- 89 walking is optimal for me
- 90 I try not to travel on Campus during passing periods
- 91 1) If I have my bike, it gets me there faster. 2) If on foot and I have the time, walking is healthier option. 3) If on foot and in a hurry, I usually can't tell exactly how long I'd have to wait. Sometimes I get lucky.
- 92 I'm only out of the office during lunch
- 93 Hours for the return is too late
- 94 Can;t take bus; live out of town.
- 95 I am an employee who works in one main building throughout the day.
- 96 I'd just rather walk. Its healthier
- 97 Bus stops aren't convient for
- 98 Short walk- no need for bus.
- 99 no need - everything within walking distance
- 100 The bus route is not direct, would take me out of the way and considering how many people want to ride the bus at that time, I would never arrive on-time to my destination.
- 101 Schedule conflicts
- 102 The distances I travel are too short to require a bus ride
- 103 bicycling is faster
- 104 actually faster to walk
- 105 there is no reason to take the bus 2-3 blocks
- 106 Schedule doesn't align
- 107 I only encounter this time during lunch hour, in which I drive
- 108 Walking and waiting for the bus make the trip the same length and it's safer to walk in case the bus is late.
- 109 Bus is inconvenient
- 110 Faster and easier to walk
- 111 working on parking meters maint.
- 112 faster to walk for my purposes
- 113 not going that far during passing periods
- 114 bus can't get me to the next class in time
- 115 same as #7
- 116 Short trip; walk instead for exercise and direct route
- 117 I enjoy walking for exercise and seeing campus
- 118 Buses do not arrive at adequate times for necessary travels, or I find that walk/biking is a faster trip

- 119 Not a student
- 120 time factor
- 121 I do not have far to travel, riding the bus is unnecessary
- 122 My destinations are close to one another and do not need to take the bus
- 123 buildings are usually close enough to walk and buses are not reliable enoughw
- 124 It is faster to walk.
- 125 Prefer the 10 minute walk
- 126 short distance and bus unnecessary

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Campus Transportation Survey Results

- 127 Would rather get some exercise
- 128 easier to walk than catch a bus
- 129 Bus routes aren't convenient for my trip
- 130 I don't need to--don't have that far to walk
- 131 busses are too unpredictable- could easily be late
- 132 buildings are close together
- 133 The distance between classes doesn't justify waiting for a bus; and there are no stops which would be very convenient.
- 134 I like to walk around campus
- 135 distance too short to bus
- 136 Don't need to travel that far.
- 137 my classes are closer than the bus stop, it would be pointless
- 138 No need for the bus.
- 139 Faster to walk because more direct routes via walking
- 140 i like walking.
- 141 Isn't the bus free for students? Why do you have the answer above? ("Cost of bus trip") I do not want to ride the bus when walking is more direct and more environmentally conscious.

- 142 for where I go it's faster to walk
- 143 Classes are close enough that a bus is not necessary
- 144 No need
- 145 would take longer than walking
- 146 I'm usually not traveling a far distance.
- 147 I need the exercise.
- 148 It's too short of a distance so I don't bother
- 149 I am not on campus during class hours

9. Have you witnessed or experienced bicycle-bus conflict? If so, where? Select all that apply:

Respondent # Response

- 1 Overtaking a stopped bus
- 2 unclear
- 3 I think scramble lights are illegal, they are not found in the ILCS law book, I think that the U of I or which ever city it is in should be held for ALL liability for any type of accidents!
- 4 bicycle paths are not visible
- 5 in gen'l, the bus drivers are exceptionally watchful of bike/pedestrian traffic
- 6 I'm sure I have, but can't recall.
- 7 Though it appears to be getting better, bus drivers do not signal reemergence into traffic, they pass where they do not have room and appear to have little respect for bikes as transportation

- 8 Don't know what a path or trail means.
- 9 all of the above
- 10 total disregard for traffic law by bike and bus
- 11 What is bicycle-bus conflict? Do you mean a traffic accident?
- 12 Not an MTD bus. Unit 4 Champaign Schools
- 13 St. Mary's Road at railroad via-duct is a common issue

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Campus Transportation Survey Results

- 14 cyclists have no respect for buses, traffic laws.
- 15 people seem put out when you have to take time to get your bike off the
- 16 bicyclist thought he had the right of way and didn't obey traffic laws
- 17 bicyclist DON'T obey traffic laws
- 18 when cyclist don't follow the rules of the road
- 19 Bicycle blew through stop sign narrowly missing bus which had to hit it's brakes
- 20 buses have no respect for bicycles and feel that bicycles need to be run over and all bicyclists killed for their own good
- 21 Many bicyclists disregard the bike lanes.
- 22 bicycles not adhering to road rules
- 23 Wright Street. My preference: on-street bike lanes -- one on each side.
- 24 busses are not safe for on campus. They have a history of hitting and killing students.
- 25 On St. Mary's underpass near Neil st, it is very narrow.
- 26 on wright street coming out of CSO1 very dangerous
- 27 bus drivers are always attentive; bicyclists often are not.
- 28 wright/green corner: bike path going south on wright is on the wrong side of the street for a bike obeying traffic rules
- 29 Drove on campus 15 years
- 30 bikes using pedestrian crosswalks
- 31 at intersections, typically when bikes are on the sidewalk and on the wrong (left) side of the street

10. Have you witnessed or experienced pedestrian-bicycle conflict? If so, where? Select all that apply:

Respondent # Response

- 1 Crossing Bike Lane at Transit Plaza, Bike does not stop for pedestrain.
- 2 EVERYWHERE! Pedestrians are actually worse than cars in CU.
- 3 On the road, the pedestrian(s) jaywalking
- 4 on the street in the middle of a block. Pedestrian didn't look
- 5 On the top of the Undergrad Library
- 6 i've been hit by a bicycle twice in several years
- 7 but only once/year on average
- 8 Bicycle riders are generally rude, inconsiderate scofflaws
- 9 I was hit by a bike getting off a bus into the bike lane
- 10 All bike paths should be marked at all path crossings with a stop sign! all bikers think that they have the right of way regardless! If ALL path intersections were Marked then they could at some point be enforced, as of now it is just a free for all.
- 11 Bicyclist simply do not obey stop signs or lights. Weave in and out around pedestrians.
- 12 where the sidewalk intersects the bike path.
- 13 Street
- 14 At intersections where bicyclists frequently ignore traffic control signals and assume they always have the right of way
- 15 bicycle paths not visible
- 16 at street intersections which involve a bike path
- 17 in the street
- 18 everywhere: it's chaos: bikes on sidewalks; pedestrians on bike paths

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Campus Transportation Survey Results

- 19 Peds walking along bike paths on campus
- 20 at the library stop on wright street...the bike path runs next to the road where the buses stop. not sure how to fix it, but it is very dangerous
- 21 Bikes do not know the bike laws and peds do not know ped laws
- 22 On the main quad, bicyclists often swerve around crowds of people and nearly run over many. The bicycle path crossing Goodwin, south of Nevada, can be tricky sometimes.
- 23 scramble light
- 24 all of the above
- 25 at a traffic intersection
- 26 I have been injured in two in 6 months, because pedestrians are in bike lanes.
- 27 I was hit by a bicycle rider while crossing the quad.
- 28 At intersections where bicyclists do not follow the rules of the road and yield right of way at red light/stop sign.
- 29 total disregard for traffic law by bike/pedestrians
- 30 What are you asking?
- 31 Bus unloads IN the bike lane at Edison Middle School then makes an illegal left turn across three lanes of traffic to turn east from State onto Green.
- 32 Some cyclists ride as if fast pace pedestrian, Many riders do not obey traffic signs, laws for stopping, lane change, one-way, yielding, signaling as examples.
- 33 On Quad riding not on bike lanes
- 34 Bikers do not respect the walkers-they ride in the sidewalk and push walkers off even when they have a bike path
- 35 Cyclists and motorcyclists use the sidewalk from the E-24 parking lot to access the bike racks on the NW corner of the ARC. There needs to be a curb cut on the south side of Peabody for bicycle, motorcycle and wheel chair access. There already is access to the sidewalk on the north side. Frequently other vehicles make deliveries and use that drive on the west side of the ARC by the pool.
- 36 when there is a bike path, cyclists don't use it
- 37 ON THE QUAD
- 38 on the quad! thought this was a no-bike zone? bicyclists here on campus think they own the roads! they can be very dangerous to pedestrians.
- 39 bicyclist did not yield to pedestrian already in the crosswalk
- 40 parking lots
- 41 paths on the main Quad
- 42 At the corner of Goodwin and Oregon -I was almost hit by a bicycle that did not feel it had to stop at the stop sign.
- 43 I was hit by a bicyclist riding on the sidewalk.
- 44 It is EXTREMELY out of control. Very frustrating.
- 45 cyclist riding through on walk light
- 46 Numerous times crossing Mathews bicyclist are driving very fast and do not give right of way to pedestrians
- 47 i find bikers to be very reckless when crossing at Green and Wright - they take the diagonal during the pedestrian cross times which causes problems at times
- 48 I see this all over campus on sidewalks. Cyclists seem to follow pedestrian rules rather than vehicle rules. I have had many close calls with cyclists on sidewalks. These issues also arise at scramble lights when bicycles follow pedestrian signals. This is particularly problematic at Green and Wright Streets.
- 49 bicyclists riding up right next to pedestrians on sidewalk

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- 50 on the sidewalk when cyclists are not using the bike paths
- 51 bike conflicts are everywhere since there are no enforced restrictions on where they may ride. Very often ignorant peds walk on bike paths and vice-versa!
- 52 In NO Ride Zones
- 53 scramble light mostly
- 54 going wrong way on a one way street
- 55 I haven't experienced "conflict", but while walking in general on campus, bikes tend to whip past pedestrians from behind almost silently. The pedestrian can't hear them coming, and if the pedestrian makes an unpredictable move, there would be a pedestrian/bike collision that could be serious. I think bikers in general should be more cautious.

- 56 pedestrians not looking while crossing bike path, bicycles zipping along sidewalks
- 57 at bus stops where bike paths cross path of passengers getting on/off bus
- 58 Worst is Wright Street. But also on bicycle-only path on Mathews just S of University and on Mathews S of Green.
- 59 Walking or driving on 5th street at John street, bicycles travel off the quad going against traffic, the wrong way on the one way roadway. Dangerous for all. Pedestrian crossing at Daniel and Wright has limited viewing of bike lane to the north.
- 60 student never give cars the change to go they keep on walking. So traffic get very backed up on Fourth & Armory and Fourth and Gregory Street
- 61 too many bicyclist ignore the IL rules of the road. All the special bike paths and crossing have only lead to confusion and conflicts about who has the right of way.
- 62 Pedestrians are awful around bus stops, standing in bike lanes
- 63 pedestrian crossing Green Street in the middle of the block while I am riding in my lane. She was not looking at anyone when crossing.
- 64 No enforcement of "no biking" rule on Green Street sidewalks
- 65 At road crossing not marked with a cross walk. Bicyclist didn't stop for a STOP sign and nearly hit me.

- 66 Many bicyclists do not pay respect to pedestrians. They pass pedestrians sometimes in a dangerous manner.
- 67 I have seen bicycles not following the rules of the road and taking unnecessary chances with cars.

- 68 CS01 bikes speeding on Wright St pedestrians/cars
- 69 At a bus stop - this happens all the time.
- 70 If campus would paint bike logos on bike paths, some of this would be resolved. If you have a recipe for peds engrossed in their own iPhone world, please share
- 71 At a scramble light, at a bus stop (Wright Street)
- 72 ESPECIALLY on the quad. Pedestrians/bikers interchange bike lanes and pedestrian paths FREQUENTLY, as a biker, some pedestrians get in the bike lane in front of me, or as a walker, some bikers cut across pedestrian paths.
- 73 See #9
- 74 all of these places
- 75 People walk in the bike lanes and will jump in front of cyclists. It's very frustrating.
- 76 in curbed trough along Wright St. (south of Green, very dangerous) and on bike path on north side of Green St. (east of Wright St., friend broke arm there from a collision with a student exiting a bus and crossing the path without looking)
- 77 in a crosswalk across a bicycle path
- 78 Crossing Roads
- 79 Pedestrians talking by phone walking in bicycle path

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80 on the quad

81 bicycles do not stop at 4-way stop signs.

82 In the pedestrian scramble

83 Bus passengers waiting for buses block the bike path behind the Green Street shelter, north side of the Illini Union.

84 the bike paths in town suck. pedestrians walk in it all the time. i have to ride on the campus sidewalks, because pedestrians are so stupid. at least on the sidewalks of campus give me more room to move out of the way. the bikepaths sure don't.

85 On the street (bicycle traveling in an unmarked traffic lane)

11. Have you witnessed or experienced pedestrian-bus conflict? If so, where? Select all that apply:

Respondent # Response

1 Random people carelessly crossing the street in front on busses

2 When bus turning but crosswalk is lit of walkers.

3 Where pedestrians walk when the NO Walk sign is on

4 Buis drivers usually assume they have the right-of-way no matter what

5 Scramble lights take way to long for a normal pedestrian to understand. They wait and wait and wait and no one is in the intersection so they go anyway, with or with out traffic because they are mad because they have waited soo long and now they are late.

6 Bus drivers here very considerate of pedestrians.

7 on Lincoln avenue, the buses don't always stop when i am crossing at the marked crossing on Indiana.

8 Pedestrians not paying attention

9 MTD buses generally ignore passengers in the middle of the road with a crosswalk; I am seeing this more and more

10 (generally pedestrians are the unpredictable hazards here)

11 peds pay NO attention to the rules. They walk mindlessly, wherever they want. They are rude to everyone because they think they can walk anywhere without thought

12 all of the above

13 the bus drivers do a good job. pedestrians walk in front of them all the time.

14 You should have had a professional look over this survey before you released it.

15 Many pedestrians are simply not paying attention to their surroundings.

16 pedestrians, especially students, do not look before crossing or run in front of bus rather than waiting

17 Usually the busses are more courteous than the bikers who blow through stop signs.

18 pedestrians not looking before entering street

19 too many pedestrians ignore the IL rules of the road. All the special bike paths and crossing have only lead to confusion and conflcts about who has the right of way

20 ? I've never seen a bus hit a pedestrian or vice versa.

21 On St. Mary's underpass near Neil st, it is very narrow and even more narrowed when snow is not removed from the edges of the road.

22 E3 entrance traffic 2 way along with ped./cars bikes should make a anthor entry on Greg.it would be safer

23 most pedestrians do not take charge of their own destiny...often distracted by various electronic devices rather than paying attention to their own safety.

24 bus stop at Armory and wright: this corner is a disaster area that hasn't changed one bit after years of public surveys

25 all places except scramble

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- 26 When a bus seems to deliberately pass a rider
- 27 generally when pedestrians walk without being aware of their surroundings (yield to pedestrians laws make pedestrians unaware/unconcerned)
- 28 Students are constantly walking in front of buses where there is no crosswalk
- 29 buses do not pay enough attention to pedestrians and/or bicycles, and they assume they have the right of way, and that all others will move out of their way.

12. What area or intersection on campus do you think has the most pedestrian-bus-bicycle conflict and why?

Respondent # Response

- 1 The center of campus in between the Quad, Green St., Fourth St., and Gregory St.
- 2 Illini Union: Pedestrian-bike crossing causes excessive delay on bus Goodwin Gregory: Crossing to Loomis Lab
- 3 Springfield Ave., through Engineering area
- 4 Green and Wright as pedestrian traffic continues to cross against traffic lights.
- 5 Greet St and Wright St. Bikes ride on the Green St sidewalks (which is unsafe) and switch between pedestrian paths and vehicle paths crossing from streets to sidewalks, using crosswalks to avoid lights, etc. I also see the occasional bike riding on the wrong side of the road. Pedestrians walk in the bike paths on Wright and walk in front of busses and cars in the middle of the street and they don't look when crossing bike lanes. Lots of pedestrians seem to walk in the middle of the bike paths while talking on cell phones. Cars on campus also don't know how to deal with bikes - they don't pass properly and honk at bikes who are using the road correctly. I don't see many (if any) bus conflicts that I would fault the bus driver for. In short, lots of people using every mode of transportation either don't know or don't follow safe traffic procedures that involve bikes or pedestrians. I feel especially threatened as a cyclist when cars drive too close, cut me off, or honk when I have the right of way and as a pedestrian when cyclists ride on the sidewalks.
- 6 idiots walking in the bike lanes
- 7 Near the Library where wright street turns into Armory. It's a nightmare of pedestrians crossing over the bike path and bus only traffic in the street, which stops often.
- 8 Green/Wright, Fourth/Peabody, Sixth/Armory these are major intersections and there is a lot of student/class activity nearby so it is always crowded
- 9 The Wright St. stop by the library. Drivers often won't let people out at 6th and Armory and thus riders have to get out on Wright St. by the library. To get out, you step right into a bike path and then to backtrack to 6th and Armory there are bikes everywhere and it is scary. All this is avoided if drivers would drop people at 6th and Armory.
- 10 Right near transit plaza and the book store. Also going across Goodwin (though this is only for bikes and people, not buses).
- 11 In front of the Union on Green. Fourth and John
- 12 wright street...bicyclists dart out in the middle of the road all the time.
- 13 Busses do not seem to cause many conflicts on campus, although one strategy for reducing bus conflicts would be to reduce the number of turns the busses make, which would have the nice side effect of simplifying the routes. As a pedestrian on campus, I deal with far more contention with cars at the busy Green St. and Springfield crosswalks. As a vehicular cyclist, I occasionally deal with jaywalking pedestrians and cars pulling out in the busy commercial section of Green St.
- 14 Areas around Green St. and the Quad are particularly bad for pedestrian-bicycle conflict.
- 15 Intersections where buses stop. I have both witnessed and been involved in a scenario where bicyclists are run off the road or path because of a bus making a stop.

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- 16 Goodwin & Green - light turns green for vehicles to turn right at the same time as crosswalk tells pedestrians to cross, and bicyclists move quickly through the intersection, they can be hard to spot.
- 17 Green street! There's so many people. The buses are impatient to go, and the pedestrian's don't pay attention to their surroundings. I've seen so many students walking obliviously with their ear buds in NOT PAYING ATTENTION! Crossing against the light, just assuming the cars/buses will see them and stop.
- 18 Goodwin between Green and Gregory and the area in front of the Illini Union. There is a lot of traffic there of all kinds and a lot of crosswalks and the traffic control devices (stop signs and things that say yield here to pedestrians) aren't the best.
- 19 1st st from Curtis to Windsor because there is no sidewalk and the shoulder is narrow and steep, making it difficult to bike/walk along side the road
- 20 Some of the drivers on the silver line drive in a way which is VERY dangerous for bikers, even very experienced ones.
- 21 I sometimes ride my bike on Goodwin Ave in the bike lane and the buses are always cutting over this lane to pick up passengers. Seems like the design was made for conflict. I have chosen other routes due to this conflict.
- 22 green and wright because its closest to the heart of campus
- 23 Crossing Lincoln Avenue
- 24 Entire Wright street.
- 25 Armory and 4th. Unusual light pattern; lights too long; heavy traffic.
- 26 Quad. Bicycle riders rider in the middle of croweded side-walks; ride too fast. no regard for others' safety.
- 27 North side Green Street between Goodwin and Wright. The bike paths are too narrow, are ignored by pedestrians, and are adjacent to bus stops.
- 28 Springfield at Grainger Library
- 29 The bus lights always blink when they are stopped. If trying to pass a stopped bus on the driver's side there is NO way to tell if the bus is suddenly signaling that it is pulling out. This is immensely dangerous for cyclists. Pedestrians use the bike baths as walking lanes. Also dangerous for all.
- 30 Sixth and Gregory; Wright and Armory, and in front of the Illini Union Bookstore - heavy bus traffic, lots of pedestrians, and lots of bikes. Traffic rules unclear and paths for pedestrians and bikes not obvious.
- 31 Gregory Drive
- 32 quad and sidewalks near the quad. why? highest volume of traffic
- 33 Wright and Green, because bicycles do not follow the traffic rules, i.e. single file. Also bicyclists follow the pedestrian walk lights instead of the traffic lights. If they are going to follow the pedestrians signs, they should walk their bikes, not ride them through the intersection. Bicyclists ride their bikes on the sidewalk and run into pedestrians.
- 34 Green St. It should be one lane each way, not two lanes.
- 35 Bike path on Matthews because of the random paths and high pedestrian traffic.
- 36 Goodwin and Nevada during class change times. Super crowded with pedestrians. Students take the "yield to pedestrian" to the extreme.
- 37 North side of Green and Wright, where the buses pull over.
- 38 Probably around the high density area--Wright & Green. I'm lucky to be in the Ed Bldg and lie in SE Urbana.
- 39 No particular area. The rude and inconsiderate behavior is ubiquitous. Why? Because when people get on a bicycle or in the driver's seat of a bus, they automatically adopt an irrational sense of entitlement: they own the road and everything else.

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- 40 6th and Gregory: Too many buses, bikes, and pedestrains trying to sue the same space at the same time and the majority of bicylists do not follow any rules whatsoever.
- 41 6th and John; 4th and John
- 42 anywhere on Wright street. Pedestrians are very careless, cross anywhere, giving no attention to traffic. Bicycle riders give little attention to buses or pedestrians at designated crossings. All are intent on their destination, not safety of themselves or others.
- 43 Green Street... pedestrians cross against the light all the time. Sixth and green where the right hand turn has arrow, students cross in front of turning cars all the time
- 44 Along Wright Street from the Library north to Springfield.
- 45 (Goodwin and Illinois) and (Green and Matthews) because both have lots of pedestrian and bicycle traffic, and pedestrians seem to think that they can walk in front of both buses and bikes.
- 46 Mathews used to be very bad but it is better now that the buses do not use it. Complaint about bike paths: The bike paths are problematic because they appear and disappear. If you bike to a part of campus you don't know well, suddenly the bike path you are on ends and you don't know where the next leg picks up so you find yourself on a sidewalk with pedestrians. The other problem for people living in Urbana is that all the bike paths spit you out on Lincoln where there used to be no crossings. Now there are two crossings but students are also crossing outside them. It's chaotic. The best places to cross are Pennsylvania and Nevada but no bike paths lead there. The most dangerous thing I see is students biking in the dark wearing all black without lights going the wrong way. I have nearly killed several like this in my car. They should be ticketed. Finally, an off-campus dangerous place is north Lincoln and Bradley. The bus stops on Lincoln, and the students who live in those apts get off and run across Lincoln mid-block. Very dangerous. The bus should let them off on Bradley and the entrance to those apts should be on Bradley, too.
- 47 Wright Street, especially now with the construction around Lincoln Hall
- 48 The area spanning from Roger Adams Lab to the Union is especially hectic.
- 49 almost everywhere! Green Street between Goodwin & Wright is particularly bad. I know drivers hate the foot traffic, and pedestrians either have a really hard time crossing or step out into traffic blatantly ignoring what they should do.
- 50 Sidewalks in any area but mostly i have experienced on sixth st. and on quad near undergrad library. They bike where ever they want even when there is a bike lane in sight. Nothing but ticketing will stop this.
- 51 The north side of Green street, because lack of any physical division between bike lane and pedestrian sidewalk results in a large, shared path in practice. The corner of Green and Wright, because pedestrians do not wait for the crossing light, forcing buses to wait and potentially even miss their chance to pass through the intersection.
- 52 the MAJOR problem is ped/bike-CAR conflict on lincoln. lincoln and iowa-major problematic conflict. cars dont understand il law. need signs/raised crossing like at springfield.
- 53 Wright Street in front of the Main Library -- it's a mess. The quad is also a mess with aggressive bikers.

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Campus Transportation Survey Results

- 54 The Grainger library walk has started all the the Pedestrian / Vehicle conflict. It has trained pedestrains to just walk across the street without any regaurd to their safety, or if the vehicle can stop or not, that has produced anger in drivers towards pedestrains. The elimination of entire lanes of traffic for a bike path that is hardly used is wrong! Drivers pay for Fuel, license plates, Parking permits, must have manditory insurance, To elimitate an entire lane of traffic or a turn lane is a waste of fuel and more polution. Bikers & pedestrians must give traffic the right of way not the other way around. How do you drive on campus ? I bet you avoid all of the now single lane no turn lane routes. How do you like waiting for those scramble lights or do you avoid those too.
- 55 Bicyclists go down one way streets. Cannot specify which ones are bad for bus/bicyclist. In my experience bus drivers are most careful of others and bicyclists are constantly violating all rules of the road which we supposedly share.
- 56 Probably all intersections represent potential areas of such conflicts.
- 57 I have experienced it near the intersection of Goodwin and Nevada in Urbana, and also behind Bevier and near the observatory and UGL. People get upset, cross paths and yell at one another before getting run over.
- 58 Green Street/Union/Engineering Hall. Principal drop-off and pick-up locations, so very busy. Also at Wright and John Street. Many pedestrians have no regard for vehicular traffic and assuming moving vehicles will just stop if they enter roadways and intersections.
- 59 I have seen the most conflict at the Memorial Union stop at the station where buses head to FAR/PAR stop. Cyclists almost never dismount and walk their bikes through either the waiting area or the pedestrian crossing. This ignorance of etiquette is obnoxious, if not physically harmful; it would pay to station a U of I police officer on occasion at this station so that someone would cite cvclists who do this
- 60 i wouldn't be a good judge of this, because i'm not out and about on campus, but the corner north of the main library, west of gregory hall, is a mess.
- 61 Green Street, in Campustown - pedestrians walk out in the street at random, and people bike on the sidewalks in spite of it being illegal, causing sidewalk pedestrian-bike conflicts.
- 62 Gregory and Nevada. Pedestrians, bicyclists, buses, cars. Crosswalk and mirror needed/
- 63 The entire campus traffic pattern is a mess. Students are being taught that it is just fine to wear earphones and walk out in the middle of the street at any time. Adding additional bike lanes (again - see 1970's effort) will make this worse...Ask anyone who drives through campus at night. We don't need micro management of streets. We need common sense like we were taught in 1st grade.
- 64 Bicycle-pedestrian conflicts occur on the Quad and on Wright and Mathews because bicyclists ride where biking is prohibited, do not ever yield to pedestrians and cross when the light is red but the walk signal is on AND when the light is green and the don't walk signal is on (and some, when the light is red and don't walk signal is on)
- 65 Wright and Green. The northbound busses turn right onto Green and ignore bicyclists who have the right of way going north. I was almost run over by a bus in this situation. Also, bikes continuing north of green on Wright find the bike lane disappears and the busses merge right into a bus stop, knocking into the cvclists.
- 66 Dorner Drive and Pennsylvania. Too much pedestrian jaywalking.
- 67 Not sure there is one location, but the intersection of Green and Wright is bad, as well as along the bike path on Wright between Gregory and Green.
- 68 Near the library and greg hall
- 69 Green Street in front of the Union. It's a major artery in all directions and students assume they always have the right of way and can walk/ride out in front of any vehicle whether it's moving or not.

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Campus Transportation Survey Results

- 70 During class change periods, 4th and Armory is incredibly busy with pedestrian traffic and bicycles that disregard the 4-way stop. In particular, it is difficult for car traffic to pass due to the uninterrupted streams of pedestrian traffic, and I worry about cars "seizing their opportunity" only to strike a bicycle running the stop.
- 71 The Green-Wright intersection seems to have problems with pedestrians trying to cross with the red-hand signal indicated. Cars and busses trying to turn have had to stop short because of pedestrians in the crosswalk.
- 72 At the intersection of 6th and Armory. Buses and cars will oftentimes miss entire green lights because turning is too difficult with the heavy pedestrian/bike traffic. The one-way streets only add to confusion. Also - Springfield Ave between Goodwin and Wright is a nightmare. All the crosswalk signs/lights only give the sense of safety to pedestrians, who typically will walk out into the street at any point, stepping in front of traffic. Finally, I think the quad has far too much bicycle traffic. It is supposed to be a bike-free area, though bicyclists frequently speed across the quad to the detriment of pedestrians.
- 73 The crosswalks on the north corner of Krannert/Goodwin. Traffic doesn't stop and pedestrians aren't controlled.
- 74 As a bicyclist I have lots of problems on Goodwin, mostly south of Green Street. There is just so much bus traffic and they go in and out of the bike lanes. As I try to pass one bus that pulls into a bike lane, I am then almost swiped by another in front of it that I couldn't see pulling out. This has happened multiple times.
- 75 The area in which I see these conflicts is between Fourth and Wright, Pennsylvania to Green
- 76 This is difficult to answer since I don't use all of the areas/intersections on campus
- 77 Goodwin and Springfield. Bikes are on the road (not much space for them), or they are flying down the sidewalk, and the bicyclists do not obey vehicle laws when they are at this intersection. They behave as pedestrians, which is the source of conflict usually.
- 78 all major intersections it would be very helpful to all if bike lanes were striped through out campus and proper signage at all cross ways.
- 79 Green street bus stop in front of the union, on both sides; until they put the fence up, people would walk out in front of the buses and narrowly be missed by cars that could not see them as they passed the buses. Also, on bike path as it crosses gregory?? near nevada; sometimes the traffic won't slow for bikes at rush hour
- 80 Transit Plaza (Wright St) in front of Henry Admin; pedestrians and cyclists don't yield to one another when bus-riders cross the bike path. Fault lies on both sides. I rarely see conflicts with buses except at intersections along 6th where pedestrians will run across the street against the stoplight in front of a bus.
- 81 Wright Street. Pedestrians ignore the bike lane. Also the construction on Lincoln Hall has blocked the bike lane, so it's incredibly dangerous for both bikes and pedestrians there.
- 82 This is my only chance to comment. Most on and off street bike paths are poorly conceived. Wide right lanes without paint are sufficient for bikes without restricting other traffic. Most dedicated campus bike paths are poorly designed and expect bikes to yield way to often. Want real input from a long term cyclist, driver and engineer? Contact me, Mark Washburn at 979-1753 or washburn@illinois.edu
- 83 you guessed it: near main library at wright st. entrance...pretty obvious
- 84 I see pedestrian-bicycle conflict in the bike lane along Wright Street near the Quad. Pedestrians walk into the bike lane without looking. Bicyclists don't stop at crosswalks.
- 85 Green and Mathews--centered between traffic lights and just down the block from a major marked yield crosswalk

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- 86 The on campus bike paths (not lanes) by far have the most pedestrian-bicycle conflict. They are poorly designed, poorly marked, and pedestrians frequently use them as sidewalks, walk out from behind cars and trees (on Mathews) into them without looking, and walk down them while texting, oblivious to what's ahead of them. They need to be clearly labeled as bikes only. The most pedestrian-bicycle-bus conflict that I have witnessed occurs at the intersection of Green and Goodwin. This is caused by the combination of high pedestrian traffic across the crosswalks, bike lanes, and a high-frequency bus route. Most cyclists stay in the bike lane to continue straight across Green, while many motorists and buses are turning right from Goodwin onto Green. This can cause a very dangerous situation if the driver isn't paying attention to cyclists.
- 87 Anywhere large numbers of students cross roads between classes (e.g., around Armory and Sixth). I am a biker and a pedestrian but I have to say some bikers and pedestrians appear oblivious of simple safety on the roads.
- 88 Wright Street - convergence of so many people and types of transportation.
- 89 Problems are greatest where bike paths suddenly cease (e.g. Mathews north of Green), where buses let passengers off in on-street bike lanes (e.g. Gregory), and where pedestrians needlessly walk on bike paths (e.g. Dorner Drive).
- 90 (1) Green & Mathews, (2) W. Gregory Dr. at the SE corner of the Morrow plots, where the bike path crosses the road, (3) around the W. Pennsylvania Ave/Virginia Dr./Dorner Dr. intersection (totally unclear where bikes are supposed to go here).
- 91 ?
- 92 wright street, green - armory
- 93 All intersections on campus have become a nightmare. I think this is due to the creation of some scramble lights, which give pedestrians (OK, students) the feeling that ALL intersections are scrambled. Also, students are texting and not looking up. That is by far the most serious threat to safety, and one which no environmental modifications can rectify. Please do not make further modifications to accommodate non-vehicular traffic. It's already a nightmare. My solution would be to 1) ban student cars from central campus, and 2) enforce laws against jay-walking.
- 94 Intersection of Green and Mathews. Cars and buses on Green Street conflict with bicycles and pedestrians crossing at Green, which is wide with no stop sign.
- 95 Goodwin Ave. in Urbana has a lot of all three kinds of traffic. As a bicyclist and pedestrian I believe that there is a cultural deficit regarding bicycles in particular here in U-C. Students have little understanding or experience living in a community with heavy bicycle traffic and seem unconcerned about walking on a bike path or riding their bikes on crowded sidewalks.
- 96 Green & Wright, due to traffic volume and inattentiveness, mostly by pedestrians (students).
- 97 Gregory near the library. Pedestrians and bikes darting in front of buses and bikes running red lights.
- 98 Wright street, south of green -- mostly because this is where I am mostly at
- 99 two intersections are especially bad: 1. Green & Wright 2. Armory & 6th Why? Because bicyclists don't know what to do/where to go when they're dumped into the intersections from the bike paths, and because the bike paths are much too narrow
- 100 I'm not sure.
- 101 at the library stop on wright street...the bike path runs next to the road where the buses stop. not sure how to fix it, but it is very dangerous
- 102 Wright and Green and vicinity. Lots of traffic of all kinds and lots of folks (drivers, bikers, pedestrians) who fail to follow the rules.

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- 103 I cannot specify one place. Gregory drive is a big issue for me because I ride it daily. Cars are not to use East Gregory, but they do so because no one tickets consistently. Peds walk on the bike paths with no regard - they do not even follow "walking in traffic guidelines", to walk against traffic...
- 104 armory and 5th
- 105 4th street just south of Huff Gym: pedestrian crossway and bike and vehicle entry to E12 all coincide
- 106 Places where bike paths cross foot paths -- some (not most) bikers don't slow down and notice the people walking. Also the current construction in front of Lincoln hall: signs say the bike path is closed but bikers still ride through and pedestrians have nowhere to get out of the way since that is now a pedestrian path.
- 107 Wright & Green - bicyclists seem to pay no attention to the rules or other's safety
- 108 Anywhere there are students/drivers/bikes! The bikes don't seem to follow the traffic rules and don't typically stop at stop signs, etc. Any multiple-way stop intersection without lights such as Goodwin/Nevada or Goodwin/Oregon is problematic because there is no agreement on who has right-of-way. Have generally seen very few issues with buses. But, cars and bikes are impatient most of the time.
- 109 Along Illinois St; although it is better at Illinois X Goodwin now because buses on Goodwin don't stop at intersection, there is a lot of conflict with buses weaving in and out of bike lanes along Illinois. I got squeezed on bike along Illinois - and also along Goodwin near the intersection with Armory (at the T).
- 110 You need a comment box...and don't provide it. The bike lanes in the streets ARE extremely dangerous... you are asking for serious accidents. Very ill thought out!!!!!!
- 111 I don't travel around all of campus but near where I do travel, the corner by CRCE sees a lot of conflict among the various travelers. Everyone is in a hurry and believe he/she has the right of way.
- 112 The pedestrian-bicycle conflicts I've witnessed have been in the area of the Quad and Matthews Ave where bicyclists pass rapidly between buildings (E.g. Morrill and Burrill Halls) or are traveling ON Matthews Ave and ignoring the crosswalk.
- 113 paths on Green Street, on Springfield - because students walk in the bicycle paths. on the quad at class time changes and the outsides of the quad ie mathews & wright, armory
- 114 Pedestrian-bicycle conflicts on the Quad and on streets where bicycles rarely stop at stop signs.
- 115 anything on 6th street; that diagonal parking is deadly!! drivers can't see when they back up
- 116 lincoln/green. no brain bicyclists/pedestrian with no consequences for attempting suicide. don't know or care about laws.
- 117 Green Street - no bike lane, no loading zone for trucks, high traffic, some decaying sidewalks.
- 118 4th & Gregory EXCEPT when it was a 4-way stop for a long period of nearby construction: then everyone watched out for themselves and everyone else, everyone was safer, and the traffic flow was superior.
- 119 The quad, because I don't think there are enough bike-only paths in there.
- 120 Why do many bike paths dead end on to a busy street?
- 121 Chalmers between Wright and 6th is choked with bikers and pedestrians. It is not so much conflict as tight choreography, with the busses having to rev their engines to get people's attention.
- 122 4th and Gregory Green and Wright Green St - between Illini Union and engineering quad

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- 123 all of Mathews near Quad. The bike lanes are very dangerous, because they are constantly in disrepair. They are also poorly organized, and cross back and forth over the street. They are not clearly labeled and many pedestrian/bike accidents. South on Mathews near the FLB is extremely dangerous for bikers. There are no signs to indicate to drivers pulling into cul-de-sac that they will be crossing a bike lane. Likewise, there is no indication to bikers that they will potentially be crossing into traffic. I have seen many serious car/bike accidents there. The north side of the main library is a disaster. Why put bike lanes where there are very heavy pedestrian traffic and bus stops? Hope that helps
- 124 Most areas of campus have some conflict due to our international Asian students who use bikes. Many of the Asian international students, for some reason, do not follow Illinois Law as it relates to traffic. They jump on a bike and begin travel as if they were still in their home country. I have witnessed many bike out in front of vehicles and come close to a major horrible accidents. I love our international students, however these and other students should be made to complete an on-line class or something on bike safety before they lose their lives in an accident. The other major problem and concern we have are students, either in cars, on bikes, on walking, who are talking on their cell phones and not paying attention to traffic.
- 125 Green and Wright, because the light cycles are short making motorists frustrated and the pedestrian/bicycle traffic is thick
- 126 I find any of the intersections with a all walk now signal most problematic as not all students obey it. I think the campus policy is creating a situation where student think they are have the right of way at all times not just when they are already in the crosswalk.
- 127 Green St at the campus bookstore and the intersection in front of CRCE are a tie. Mostly this is because these intersections are heavily trafficked and terribly designed.
- 128 On Green Street in areas without bike lanes
- 129 Armory and Wright - all three converge at that corner.
- 130 Not sure.
- 131 S Mathews Ave x W Nevada St - Put in a stop sign here! Pedestrians regularly have near death experiences S 6th St x W Laredo Taft Drive - Put a stop sign here! Bicycles and pedestrians at risk of death, also impossible in a car to turn S off of Laredo Taft (can't see, have to pull out into intersection before can see) S 1st St x Stadium Drive. Move the southernmost stop sign back to the intersection. Cars coming from south and turning west have to stop FAR before intersection, making it unclear to oncoming cars that they are actually stopped at intersection. Then both vehicles go at once. If is problem with buses being able to turn, instead remove a couple parking spots or redesign/enlarge intersection. This is a dangerous spot!
- 132 Any path with a bus. The bus traffic has caused to much congestion on and off campus. People are put in harms way with the current level of bus traffic.
- 133 green and matthews
- 134 All of them. Predestrians do not look or listen for the buses or cars for that matter, They walk out in front of cars or busses. They have head phones on or talking on phones and just don't pay attention! They don't always use the cross walks they walk between parked cars and just walk out from not where when you least expect them. Students need to be trained to pay attention and fined for not using the cross walks!!!!
- 135 fourth street green to florida, bikes on sidewalks and in crosswalks, pedestrians walking out in front of cars in the middle of the block and "assuming" they have total right of way at cross walks.
- 136 Any intersection with Green Street from John Street through 4 Street.

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137 This survey is not well designed. I walk to work because I live close to work. I have in the past ridden my bike and this is way too dangerous on campus. Primarily because of pedestrians. They have no regard for bike lanes and make it hard to bike on campus. It is also difficult to ride your bike because there are no good paths from Urbana onto campus. I see many bikes attempting to ride down Oregon and they have difficulties negotiating traffic, doors opening ect.

138 erg.

139 Wright and Green. Pedestrians disobey crossing light and police do not enforce.

140 St. Mary road at Via-duct; Wright street bike lane between Green and Armory consistently has students (with headphones) blindly walk in front of cyclists. I have struck one in the past and seen 4-5 other pedestrians struck in the past 8 years. Injuries were typically just scrapes/bruises, but on one occasion medical assistance was required. Perhaps a low fence/plantings at areas which are not crosswalks would help.

141 most the area surrounding green st.

142 I think the marked, mid-block "pedestrian crossings", such as the one near the Eng. Library on Springfield, result in a lot of conflict. It is ambiguous as to when cars are supposed to stop, especially when pedestrians are just on the sidewalk, only approaching the crossing. I've seen several cars stop when there isn't anyone at all in the crossing.

143 Wright and Daniel

144 My movement around campus is not that extensive and is limited to northeast, east and southeast areas of campus

145 Pennsylvania/Dorner Drive/Maryland/Lincoln Ave. Hard to separate these intersections at certain times of the day. Multiple lanes of traffic at the 3-way stop of Pennsylvania and Dorner can be confusing. Bicyclists traveling west stay to the right in the right turn lane to go straight. Previous uneven road surface and potholes on Pennsylvania made it dangerous for bicyclists. Nearby intersection of Maryland Dr. with the crosswalks makes it confusing. When the traffic is backed up from the stop light at Lincoln Ave., bicyclists traveling east ride past all the waiting cars. Very dangerous. When I am on my bicycle and the traffic is busy, will ride on the sidewalk. Even though I know it is not the best solution, I feel safer. This intersection isn't really just a pedestrian-bus-bicycle issue but a general traffic issue. I think the bus drivers do a fantastic job of navigating through campus.

146 The area around the Ice Arena is terrible to drive through especially at the 4 way stops because of the pedestrian traffic. The intersections with scramble lights are much safer and easier for everyone.

147 Green Street from Wright to Sixth Street---large number of people on sidewalks/crossing paths

148 Green near Mathews and Green near the Union

149 Cannot answer as I do not travel all of campus

150 Goodwin Avenue and also Wright street

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- 151 Not an intersection - but Peabody Ave in front of the ARC. There are too many buses stopping and too many students running to catch buses on BOTH sides of the street at the same time. Sometimes cars are trying to get around them. In addition, I see a lot of students crossing in front of the ARC without looking while they are on their devices. They cross anywhere and at any time. Your survey did not ask about pedestrian-bike-CAR traffic. There continues to be a huge issue between cars and bikes that you have not addressed in your survey. As a cyclist, I know the rules for riding in traffic but many of our bike commuters do not exercise them. Last week a man pulled inbetween two cars at the intersection of Neil and Stadium. One would have thought he would be going straight but instead he decided to turn right on red in front of the car to his right, who also was trying to turn right on red. Amazing how so many have so little common sense. Please help.
- 152 4th/Gregory. There isn't enough room for northbound buses on 4th to turn right onto eastbound Gregory, and they block every other mode of transport (bus, car, pedestrian) when they try to make that turn.
- 153 The area between the quad and the undergraduate library has a huge bicycle-pedestrian conflict due to the number of intersections between the bike path and the sidewalk, and also from pedestrians always walking on the bike path because is it inadaquately marked.
- 154 Gregory Street thoroughfare and all along Goodwin Ave
- 155 Not sure, but the other issue is service vechiles driving on sidewalk with pedestrian and then if you are walking you have to move over, crazy!
- 156 6th and Gregory 4th and Armory
- 157 only familiar with my corner of campus
- 158 I work around the Armory and Huff and see plenty problems all around the area.
- 159 Wright and Green Streets. Highest pedestrian traffic load.
- 160 Bikes and pedestrians need to understand that a crosswalk does not give them the right to jump out in front of moving traffic and bring them to a screeching halt. Yield does not mean complete immunity to traffic. Bikes and Peds need to wait for an openning or risk the Bumper!
- 161 all over campus. cyclists think traffic laws do not apply to them. they are just all over the place, weaving around traffic and pedistrians, not paying attention to lights, busses, cars, or pedistrians. You need to education cyclists and hand out tickets to them.
- 162 Bikers first need to follow the LAW of riding a bike. You never asked about a car and a biker...I have nearly hit several bikers because they do not follow traffic signals. Updated routes/paths is a great concept, but how will you and the police address the laws of riding a bike. That is far more imoportant.
- 163 Intersection of Green and Wright, simply because of very heavy traffic. But it has been made increasingly safe -- bikes ignoring rules are probably the biggest problem there now. I also experience a lot of conflict at Green and Mathews.
- 164 green and wright. Because the pedestrians don't understand the lights and feel entitled to do whatever they want
- 165 There is a LOT of pedestrian-bicycle conflict around the Quad
- 166 Wright St. between Green St and the library. Heavy pedestrian traffic, lots of buses, and the bike lanes are used infrequently enough that pedestrians often don't think to look for bikes.
- 167 The crosswalk on Green between the Union and Engineering Hall.
- 168 on wright street next to the quad. on fourth street
- 169 Goodwin Avenue, because with the new curb extensions the pedestrians and bikers have a renewed sense of ignorance of the rules of the road.

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- 170 Don't know of any.
- 171 Green St near Union.
- 172 Lots of conflict at Wright and 6th street because of the high volume of pedestrian traffic and odd one-way traffic. It is a three-way light, so traffic is stopped in one direction on 6th street, but not the other. I've seen lots of students cross against the no-walk sign.
- 173 Wright and Green
- 174 Wright Street, Green Street, Sixth Street Pedestrians and bicycles cross numerous spots in the street, from behind parked cars, against traffic signals where ever they please.
- 175 Wright and Wright and Green. Because the students and bicyclist DON'T obey the traffic laws or lights. They just walk/ride out in front of busses. I was thrown out of my seat on the bus because a bicyclist shot out from a driveway right in front of the bus. How that driver missed him was a miracle!
- 176 From First and Green to Third and Green. Narrow lanes, no lane markings on the numbered streets, and pedestrian crossings are poorly marked. Cars turning onto Green have no signals and can't see pedestrians.
- 177 I am not really sure, I have not experienced too many conflict situations. So it's difficult to choose the worst area.
- 178 1st and Gregory. The biggest issue is that it is a four-way stop, and there is a lot of traffic around 5:00 p.m. So the drivers are really impatient because they have been waiting for a couple of minutes. So they want to fly through the intersection, and they don't leave enough time for pedestrians to walk through. There is also a bus stop here, so there are a lot of pedestrians try to cross creating a conflict. Lastly, the bike lane goes from an on-street bike lane to an off-street bike lane. So the bicyclists are confused about what to do. They have to switch lanes really quick.
- 179 Probably Green & Wright, due to the volume of foot, bike, and auto traffic.
- 180 Wright St. has the most pedestrian/bicycle conflict because people are sharing the sidewalk/road during the Lincoln Hall construction, intersection of bike path and sidewalk by Gregory Hall is a particular nightmare for a bicyclist. Bus conflict: Lincoln Ave. because there are not enough good places for pedestrians to cross the street safely. Lots of cars and some buses slow down for pedestrians to cross but that just messes up the traffic pattern and confuses everyone.
- 181 The route I see most is along Springfield between 1st street and Lincoln. There is a short bicycle lane, but it isn't convenient and bicycles don't leave the street to use it.
- 182 Green & Wright Goodwin & Nevada All of Lincoln Ave
- 183 Wright street. The "separated" bike line has physical barriers, but it's in a place where throngs of people have a reason to cross it as if it were a sidewalk. BTW, the Matthews Ave on-sidewalk bike path is very dangerous in terms of bicycle-pedestrian and bicycle-car conflicts, as well. The designers didn't foresee that the natural speed for a modern bicycle is 15-20mph; that path seems to be designed to be ridden at <8mph.
- 184 The intersections of and in between Illinois Street, Oregon Street, along Goodwin. There are crosswalks, but people just walk without stopping to give right of way to vehicles...it is legal to yield to pedestrians if they are already in the crosswalk or crossing the street...not if they run out into the crosswalk or street thinking they automatically have right of way. I have seen some near misses and close calls in that short corridor just West of Krannert along Goodwin between and at the intersections of Illinois and Oregon. The intersection of Nevada and Goodwin is bad too...people getting off buses and crossing the street in every direction, all while vehicles navigate a four-way stop. Very dangerous as a pedestrian, as a driver and as (I am sure) a bus driver. Scary!
- 185 All intersections are awful. Cyclists try to weave in and out of groups of people.

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- 186 Anywhere along Green Street. Personally, I think pedestrian traffic should follow the lights and not have uncontrolled crosswalks. Pedestrians step out into those crosswalks assuming all traffic will stop and with bus traffic sometimes visibility is limited. It seems unsafe.
- 187 I am not sure, but I often see bicycles not following the rules of the road regardless of the intersection.
- 188 In front of her main library on Armory and Wright. too many bikes and people
- 189 green/wright
- 190 All over campus and the city as bicycles and pedestrians do not follow traffic rules or common sense
- 191 Pennsylvania and Lincoln because there are lots of bikes, some on the road, some on the sidewalk, going both ways on both sides of the road. Also there are pedestrians from the dorms on Pennsylvania and the Illini Grove, and students often park temporarily on the street. Plus, the bus stops in front of the dorms, and with just one lane, it makes me nervous to pass and be passed on a bike
- 192 My office is located near Goodwin and Oregon so I can only speak of the experience I have here. Bicycles do not feel they have to stop at stop signs, or go the correct way down one way streets. At Goodwin and Oregon there is a bike path but when the bus is stopped at the corner and a bicycle is approaching the intersection the bicyclist can not see oncoming traffic but very frequently the bicyclist does not stop. Several times the bicycle has almost hit pedestrians and other vehicles.
- 193 I don't use the green street intersections, but the one I witness the most is wright and daniel for students trying to get back and forth from the quad. Bicyclists NEVER yield to pedestrians.
- 194 6th? not every intersection is a 4 way stop.
- 195 Any area where students are walking and not paying attention. Pedestrian-bus conflict is usually not the fault of the bus driver. Pedestrian-bicycle conflict occurs where the sidewalks are not wide enough for both and there are many pedestrians.
- 196 Matthews and Green -- just a lot of traffic through one of very few uncontrolled intersections.
- 197 Armory & Wright. Buses unload there, and there's a street crossing, and both groups of pedestrians must cross the bicycle lane.
- 198 Green and Goodwin, I think is because Green street is very crowded 24/7
- 199 Wright St. is bad, in my opinion, especially with the construction at Lincoln Hall. Pedestrians just step in front of traffic, bikes are everywhere, cars don't yield to pedestrians, buses are forced to crawl at a snail's pace and stop every 10 feet...it's chaos.
- 200 6th and Green. At 5PM pedestrians have to be extremely mindful of that intersection. The students are rude about getting right-of-way and I came close to pulling a girl off a bike so that she would not hit me!
- 201 green and 6th because cyclist do not follow the rules..they speed through red lights.ride on the crowded sidewalks..something needs to be done.
- 202 I work near Green and Wright and see a lot of problems with bicycles and pedestrians. I have also noticed problems near the library (on Wright street) where buses are not giving bikers right of way as needed

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- 203 I believe EVERY scramble light on campus poses a significant threat to safety, esp. to pedestrians and bikers. Likewise, I feel VERY STRONGLY that every "designated crosswalk" for pedestrians occurring at a location other than an intersection is a poor idea (even if it may be legal/the law) and is patently unfair to drivers: it is IMPOSSIBLE to determine when a walker may or may not "decide" to cross in those areas. ELIMINATE ALL OF THESE ON CAMPUS TO SAVE LIVES! Do as most of us were instructed as children: cross at an intersection ONLY. And should you choose not to do so, then forfeit your right to claim compensation for any/all injuries suffered. And DO NOT ticket any driver who may inflict bodily harm to the pedestrian for his poor choice/lack of personal responsibility within these questionable "designated crosswalks." PLEASE MAKE THIS CHANGE AS SOON AS POSSIBLE! And remember to ticket all jay-walkers consistently and constantly, with significant financial consequences to the offenders.
- 204 Green & Wright: This intersection has high vehicular, pedestrian, and bicycle traffic, which naturally leads to competition. That there are no protected turn arrows to allow buses to turn causes further conflict, especially since pedestrians routinely cross with the traffic light instead of waiting for the scramble walk sign. Traffic traveling east on Green seem particularly apt to run the red light, further complicating matters.
- 205 Uncertain. Fourth and Gregory & Fourth and Armory are where I've seen the most incidents. I've also seen issues on Green St. (Campustown) and along First St. (between Peabody and Green St.).
- 206 On 6th street and Lardo Tafft drive the bikes don't stop to look before they cross at the cross walk. I have seen car accidents happen when bikes rideout without making sure that the path is clear.
- 207 My office is located on the corner of Green and Wright Streets, so I use the crossing there frequently. Most conflict I see there is between bicycles and pedestrians - see my comments to question 10. I can also see how there would be pedestrian-bus conflict because some pedestrians do not follow the walk signals.
- 208 I would expect the intersection of Green and Wright Sts.
- 209 In the heart of campus. There are so many people, especially during class change period. I think that everyone has a responsibility to be mindful when they are crossing a street. I often feel like the students don't pay attention and they don't adhere to they're responsibilities as pedestrians.
- 210 I spend most of my time in the heart of campus, so I see many problems in that area, i.e., Green, Wright, John & Sixth. Often the problem is caused by someone who is using a cell phone.
- 211 Goodwin Ave from Illinois to Oregon and Transit Plaza because those two areas are right next to the Quad there are many students/faculty/staff about.
- 212 I experienced it at Wright and Green headed north on Wright on my bike. Buses turning right to the Union have a very small amount of time (or did a couple of years ago when I was riding that direction) and did not seem to pay attention to northbound bikes in the bike lane who wanted to go straight on the green light. After several confusion interactions there I began pulling out of the bike lane onto the street a block before the intersection and taking the lane so that I could get a turn to cross Green St. My office changed locations on campus 2 years ago and I no longer ride that way.
- 213 The only one I usually witness is at Goodwin and Oregon. Blind on the left if you are travelling from the East and bikes ride right through. Had some near misses. Probably the most conflict would be someplace on Wright Street or Green Street where the students think they are entitled to cross wherever they feel like it.
- 214 Green Street between 3rd and Goodwin. I'm guessing b/c of the massive number of people trying to get to and fro in that area.

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- 215 Goodwin-Nevada should have a scramble light, not stop sign b/c the pedestrian crossing near Bevier makes it difficult to cross as a pedestrian, driver, and cyclist anywhere near the area (including Oregon and Gregorv)
- 216 no opinion
- 217 Wright street area -- many pedestrians during class change times, many buses in bus only areas
- 218 Wright/Green; 6th & by the main library where the signals are difficult to remember (sequence of when you can walk; when vehicles turn); Green St crossing by the union which is really busy and it is difficult to see past buses that are stopped for passengers
- 219 everywhere that there is a bus or where there is one of the newer bike lanes. The new bike lanes put bicycles at risk by forcing them to not only compete with traffic but in a way that slows overall traffic flow for everyone concerned. The end result is a lack of safety for everyone. The old bicycle path system separates bicycles from other traffic making transportation safe for everyone. The only times that I have witnessed bicycle pedestrian conflict is when pedestrians walk on the bike paths, usually because they don't know they are on a bike path because the university has chosen not to maintain the bike pathways. The old bike path system is a model for good transportation and instead of promoting and maintaining the incredible system that was in place the university has allowed it to fall into disrepair. In its place, the university has hired outside consultants for huge bucks to tell them where to paint lines on the street, that also have not been maintained, to create a dangerous, inefficient traffic jam.
- 220 Matthew's and Green. Poor visibility when crossing Green Street. The bushes in the middle of Green Street need to be cut back.
- 221 Green and Wright streets. Very heavy traffic of all types and pedestrians often ignore the don't walk signs.
- 222 1. The twinned buses are a pain. The stop on IL-Lincoln is too close to intersection & cars. Bikes don't know the bus is swooping in to stop. 1. Goodwin-IL is very bad. Main problem I see is that parents are not raising their kids to look both ways, and this campus's policy appears to foster people walking in front of cars and buses. It is ridiculous that every car or bus in an intersection has to wait and wait and wait while walkers just stroll into intersections willy nilly. TAKE TURNS, BE AWARE as a walker, driver, bike rider. Can't a university foster the notions of being aware, looking both ways, taking your turn, being polite and respectful of all? I learned that by kindergarten....
- 223 For pedestrian-bus-bicycle conflict, Green and Wright. Buses take that corner rather fast. The bike path/bike and pedestrian path along Wright Street south of Green especially is a problem, particularly during class changes and bus unloadings when riders disembark on the bike path. Around campus, many students just don't seem to pay attention to the fact that they're on the bike path and not on the sidewalk. They also don't know how to share the sidewalk, and one must ring one's bell several times and sometimes screech to a halt behind them. Perhaps this comes of growing up in the suburbs and not being accustomed to walking on sidewalks with large numbers of other people, as one would in a large city like Chicago.
- 224 Wright Street; too many pedestrians fail to look before stepping into the bike lane
- 225 Corners of Green and Wright and Springfield and Mathews. As a bike-rider, where ever there is a change in primary/suggested bike "path", there is always some confusion. In these two intersections, bikes transfer from bike path (essentially sidewalk) to road. When crossing the intersection, should bikes behave (follow stoplights, etc.) like pedestrians or cars?
- 226 Probably crossing Armory from the Library at Wright. I walk a lot on campus but try to avoid such areas. Also note that bikes are not only on the bike path, but also all over the sidewalk.

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- 227 I see it often at Goodwin and Illinois St. Too many bikes blow through that intersection with out even looking to see there is on coming traffic. For the most part, I see that there is a lack of respect by the cvclist to pedestrians or motorized vehicles.
- 228 I see a lot of transportation and pedestrian conflict at the crosswalk on Mathews Ave near Burrill/Noyes. There is a lot of pedestrian traffic mixed with fast bicycle and car/bus traffic. And with the construction going on and the usual F&S vehicle parking in this location, the visibility is poor as well.
- 229 Wright and Green. Because of the sheer volume of all modes and the number of turning movements.
- 230 Areas where pedestrians dart out into the street without looking...Gregory, Fourth St., Wright
- 231 Green and Wright, pedestrian-bicycle conflict maybe because scramble crosswalk time could be longer. Green Street between Goodwin and Wright, pedestrian-bus conflict because pedestrians walk right in front of buses in the pedestrian crosswalks by bus stops and in front of the Union.
- 232 Most conflicts i have seen one party was clearly in the wrong and should not have been there e.g. pedestrians walking in a bike lane, education and enforcement is more important than structural changes
- 233 The area south of John St between Wright and Fourth Sts. The roads are to narrow for the large buses. They cannot make a right turn if there is car at that intersection. So you have cars waiting on bicycles and pedestrians; then buses blocking the roadway waiting to be able to turn the corner. Sixth St from Daniel north is bad with bicyclists riding north on the sidewalk instead of going to Wright St and utilizing the bike path and/or two way traffic. Many times I have almost been hit by a bicyclist on this section of the sidewalk
- 234 survey not relevant to my concerns
- 235 I journey more on the perimeter of campus, because I walk over 6 blocks from my work to my parking lot (E-27 Oak and Daniel). However, at times I have problems trying to cross First street, and sometimes a bus will turn onto First from Daniel when I am walking and trying to cross First Street (meaning the bus gets to turn but I can't cross). Even when I use the crosswalk at Daniel and First, most cars do NOT stop for me, making it often a very dangerous street to cross. However, this is a pedestrian/car issue. Usually the bus conflict is minimal, but it seems not fair that a big bus can turn and cars yield, but those same cars typically do not yield to pedestrians in the crosswalk, which is highly frustrating and a safety concern.
- 236 Mathews is pretty crowded and conflicted. The bike lane is poorly marked and switches sides of the street twice, which means it's really safer to ride in the street than to take the bike path. The intersection of Mathews and Green also stands out, where lots of bikes, pedestrians, and motor vehicles are all crossing each other. On the other hand, Goodwin is really good now. When I bike, sometimes I take it instead of Mathews, even though it's less direct, because it's so much saner.
- 237 The corner of Wright and Green needs a turn arrow for turning south for those going west on Green. Often only one car can get through before the lights turns red. This makes people more aggressive.
- 238 Since I am only familiar with where I work on campus, I can see that Goodwin between Green and Springfield has a lot of difficulties. The parking lot B-1 is difficult to get out of on the east side due to cars parked along the road making it difficult to see cars or bicycles in either direction.
- 239 Green St on campus. Bicyclist think they can do whatever and not follow the rules. Students try to cross when they do not have the right-of-way.
- 240 Mathews @ Green: We need a traffic light to manage Green St traffic and pedestrians crossing at Mathews -- especially at class changes.

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- 241 I work near the intersection of Goodwin Ave. and Green St., which is a busy intersection. I notice that bikers never get off their bikes to cross busy intersections, and some are wearing earphones. Also, a lot of pedestrians wear earphones. I think that's a problem. Hearing is a big part of awareness of what's going-on around you. That, combined with pedestrians looking at iPods, etc. while they're crossing intersections is insane. I think rules should be implemented for using common sense around campus!
- 242 green x wright, fourth and Gregory
- 243 not sure
- 244 There is no enforcement of rules. Bicycles do not follow road rules and/or cruise sidewalks without regard to pedestrians, pedestrians do not use caution and enter streets and/or cross bike paths without looking first. Buses have a tremendous challenge of trying to anticipate bicycle/pedestrian behavior which is difficult without adherence to rules and/or use of common sense and awareness of others.
- 245 Green Steet...becasue bicycles ride on the sidewalk instead of the street.
- 246 springfield & matthews students/pedestrians not paying attention, distracted walking using phones
- 247 There are too many o list. There is a problem all over campus relating to bicycle riders in the middle of the road and for pedestrain's walking right out in front of you. It doesn't matter if they are in a crosswalk or not. They usually have a phone at their ear or are texting and not paying attention.
- 248 I would say the biggest problem is when people cross in the middle of the streets, not at a stop, intersection, or cross walk.
- 249 Lincoln Ave where there is crosswalks but none say yield to peds. Peds will walk and then cars, buses have to stop suddenly. Also, issues at most yield to ped crosswalks where cars just keep going even when there are peds trying to walk.
- 250 undergrad library / st john's chapel. Too many kinds of traffic from too many directions. Brick walls reduce visibility of and by cyclists.
- 251 In general, the inconsistent implementation of traffic management causes uncertain expectations on the parts of pedestrians, bicyclists, and vehicle operators. This is a potentially dangerous situation. I see folks walk out into the street in front of traffic that doesn't necessarily expect to stop - even at a crosswalk. In addition, rounded-off sidewalk corners (Green & Goodwin, for example) have removed necessary space for pedestrians to wait. This was a poor decision, especially where large numbers of pedestrians (many tens) typically appear at class change times. The small islands at crosswalks created by this scheme have created nothing more than tripping hazards in some instances. We have to ask ourselves whether we're creating a pedestrian friendly area that actually discourages vehicle traffic, not saying so and then not going through with it - like these scramble light intersections. Finally, a survey with questions that are imagined by the creators misses the potential to hear concerns that may not be apparent to them. Perhaps creating a way to hear concerns on a subject that's more amenable to input than yet another survey with multiple choice questions would be a
- 252 Green and Wright because of traffic volume and lack of direction as to whether bikes should cross during green light or with pedestrians.
- 253 Green Street because there are so many places pedestrians cross, bicycles don't yeild for much of anything and buses have to try to figure out what pedestrians and/or bicycles are going to do
- 254 I'm putting my comments here since there isn't a section for them. If you do create a bike-friendly campus - please train the faculty cyclists. They are a nuisance - I've been walking and almost hit at least 3 times in the last year because they thought they owned the road and sidewalk. Really, they are adults!

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- 255 Fourth Street--Kids crossing street not in marked pedestrian crossings. Busses blocking traffic lanes while loading/unloading because street not wide enough to allow busses to pull completely over out of the lanes of traffic. So many lengthy stoplights on this street. No specific bicycle lane. Parking allowed on sides of streets. Car doors swinging open.
- 256 Wright St
- 257 Wright Street. Because of one-way and bus-only restrictions, decision-making is non-standard. Also pedestrians tend not to be watching when they cross the bicycle-only path...and there is a lot of "hurried"/"harried" foot traffic across that path, e.g., to catch a bus or to get somewhere after getting off the bus.
- 258 Don't know. I mostly travel to and from work at south campus. The intersection at Domer Dr, Pennsylvania, and Virginia is sometimes difficult because there is a bike crossing extending north of Virginia just west of Domer. A vehicle can be turning west onto Pennsylvania and suddenly meet a bike. Traffic can back up on Pennsylvania west of the intersection, blocking the crossing during the close of business. In general I think the biggest safety issue the failure of bicyclists to stop complete at stop signs and stoplights
- 259 Fourth and Armory Fourth and Gregory
- 260 All major intersections (excluding buses)because bicycles refuse right-of-way to pedestrians. There should also be more to your survey...you don't cover the real issues!
- 261 i am unsure.
- 262 the places where they have "special" crossings and paths causes confusion, conflict, and more traffic jams. Things were much much safer on campus before the buses and before all the special crossings when everyone just followed the rules of the road. Also, it was much safer when Green st. was 4 lane traffic. Now with only 2 lane traffic it causes such a traffic jam during peak times that students have to walk or bike inbetween traffic to get around. it was much safer when Green was 4 lanes and traffic was much less
- 263 First and stadium and first and Peabody. Intersection does not line up. No bike path. No crossing.
- 264 Anywhere on campus, bicycles are to follow all traffic laws, this does not happen on this campus. They consistantly run red lights, go the wrong way on one way streets, go through intersections on walk only times. Police need to be stopping bicycles and ticketing them.
- 265 Green & Lincoln - Bike lane disappears Green & fourth - Bike land disappears Green & Neil RxR not enough room for bikes & buses & buses turning.
- 266 I don't have an answer for this question, but I do have a comment for your survey: This year it seems there are an inordinate number of bike riders going the wrong way on Mathews, Nevada and Oregon.
- 267 Don't know b/cuz don't travel in all areas of campus.
- 268 My path to work on a bike often includes the 6th Street path in front of Wohlers, and that's impossible, because the bike path is inside, close to the building, and the sidewalk is outside, totally illogical. Also, I find pedestrians very often walking on the bike path along Mathews, either direction. instead of on the sidewalk.
- 269 no opinion

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- 270 Green Street; street was converted into two lanes from the original four lanes; when lanes narrowed, no bike paths/bike lanes were added-this leaves bikers to be in the dangerous path of traffic or to have to seek "safety" on the sidewalk, which is of no solution because when the sidewalk isn't crowded with pedestrians, there are hazards on the sidewalks e.g. wire cages around trees on Green Street have parts bent outwardly; bike lane that does exist on Green Street starts and stops abruptly-biker must travel narrowly on street (or sidewalk) before path begins, then as it ends, biker must deal with danger hazards under the viaduct e.g. bricks, glass, car pieces, etc.; bus stops keep changing-i.e. every other block. I have also witnessed accessibility issues for disabled persons on Green & Sixth/towards Green and Neil and on the campus bike path and crosswalk in front of Illini Union, i.e. @ Green & Sixth an elderly man with a cane fell in the street after he exited bus; @ Green & Sixth people in wheelchairs have gotten their wheelchair tires stuck in the drainage located at the sidewalk ends; @ the campus bike paths & Union crosswalk, wheelchairs have gotten stuck to the
- 271 What do you mean "conflict"? People don't get out and fight each other. I was knocked over by a bike outside Everitt, West steps. Busses are generally excellent about giving peds right-of-way. Bikes pretty bad, esp. along Wright St. bike lane. Require bells!
- 272 Green St. because it is very busy.
- 273 Green and Wright, there is a lot of traffic in this area.
- 274 Lincoln Ave between Green and Florida - inadequate bike lanes, bikes on sidewalk Florida St between Race and Lincoln Ave - inadequate bike lanes, bikes in road.
- 275 north and west of the quad, esp all around the main library, due to high volumes of cars, bus, pedestrians and bikes
- 276 Matthews street between Green and Nevada. There is a lot of foot traffic crossing Matthews and few people watch for bicycles when crossing the bike lane from the sidewalk on the west to the east site of Matthews.
- 277 places where buses stop alongside a bike path -- Armory, Wright, etc.
- 278 Any place there is bus traffic can and does have trouble at any given time. The heart of campus tends to be more problematic as well as the areas near the residence halls.
- 279 wright street from armory to green
- 280 Green and Wright, because of the bike lanes south of Green St.
- 281 All - there is no emphasis placed on pedestrian training on this campus. Students think they have the right of way regardless of traffic controls or conditions.
- 282 Wright & Green - total chaos
- 283 Green and Wright - When traveling east on Green on a bike, you must cross Wright before turning right into the bike lane going south on Wright. This is not what pedestrians or buses typically look for when watching for cyclists. Green and Goodwin is not too great either from a pedestrian-bus conflict point of view, since buses are often trying to turn while pedestrians are trying to cross with the light. Having the walk sign be lit for 10 or so seconds before the light turns green might help (allow the people to cross before the buses try to turn).
- 284 Green and Wright
- 285 Wright and Green. Overall amount of traffic and pedestrians and bicyclists ignore traffic control signs and traffic itself.
- 286 Probably Green & Wright because it is such a busy intersection.
- 287 Fourth between Green and Gregory (too busy and congested and at night very poorly lit - hard to see pedestrians), Wright between Armory and Green (bicyclists do not acknowledge pedestrian traffic), Lincoln between Pennsylvania and Illinois (vehicles do not yield to pedestrians, especially at crosswalks)
- 288 Green and Wright
- 289 Campustown because of the density of all modes of traffic.

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- 290 Green St by the Union-high congestion area with buses, bikes, students & vehicles.
- 291 Central campus areas, like Wright and Green. There's just so much traffic there. But I think there's less conflict with buses, and more conflict with passenger vehicles.
- 292 I do not travel very far on campus, but I see it the most at the intersection of Goodwin and Nevada; mostly because that is the intersection that I use the most. It is mostly honking, but the worst is that I have seen two pedestrians get hit by cars at this intersection.
- 293 I do not know. Is your team going to look at the lack of handicapped parking on central campus that makes it almost impossible for me to go to meetings? I missed a meeting last week at the Illini Union because there were NO parking places except spots reserved for others. Thanks.
- 294 Wright Street and Armory and 4th area Some on 1st street too. Cars are faster over there and it isn't clear when they should take the right away and when the cars take the right away...The students just keep coming who walk.
- 295 Areas where bike paths, sidewalks, and streets meet. It gets really busy on campus and makes it difficult to travel safely by bike.
- 296 The intersection of 4th and Armory always seems backed up with vehicles and pedestrians.
- 297 Green Street, though I've witnessed more car-car conflicts in that area. People follow too closely.
- 298 Goodwin Ave. The buses cross over the bike lanes for the bus stops. The bicycles switching between sidewalks and the bike lanes when they think it gets them there faster/safer which confuses cars/buses/pedestrians. Pedestrians cross in the middle of the block because that is where its most convenient.
- 299 armory and wright
- 300 in front of the Illini Union bookstore
- 301 Illinois sreet by Illinois Street Resident halls
- 302 green and sixth because there are no bike lanes and the bikes hop on and off the sidewalk
- 303 everywhere that pedestrians who are out of touch with themselves/their personal safety (texting, talking on phone, with ear buds or headphones on) while they are moving (walking, biking) between two places.
- 304 The intersection of Oak and Kirby. High volume of pedestrians, vehicles and buses.
- 305 At campus core - near the library and near ARC - also near Krannert.
- 306 Wright Street, between Green & Armory. It's worse now that there's construction, but even prior to the construction there are sometimes issues with cyclists using the sidewalks/weaving through pedestrian traffic instead of the bike paths. This is also sometimes an issue by the Illini Union bus stop.
- 307 the separated bike lane on wright st between armory and green. The confluence of sidewalk, bus stop and difficult merger of bike lanes makes this area TERRIBLE.
- 308 Armory and Wright intersection because there is just so much traffic and not a very straight path
- 309 Anywhere along Wright St. between Armory and Green, because the buses do not look both ways properly before making turns off into side streets.
- 310 On the First street the bike lanes are too wide on both the sides of the road in addition to a parking lane on one of the sides. This is dangerous to all the travelers, bikers, car and bus drivers and the pedestrians. The speed limit is also 30 miles! I think this may not be campus area, but a number of apartment housing is all along the road. Some one must take care of this issue. 1. Reduce the width of the one way biker lanes. 2. No street side parking. 3. Reduce the speed limit to at least 25 miles between Gregory crossing and Springfield crossing. Thanks.

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- 311 Wright Street - pedestrians crossing any-/every-where on the street, to get where they're going "faster"... sometimes without looking first. Wright St. & Green St. - pedestrians thinking they have the right-of-way, especially in front of buses. Mostly, it's a matter of pedestrians (mostly students) thinking they "own" the road and that everyone will see and stop for them.
- 312 bus stops, any non scramble light.
- 313 corner of wright and armory: most cars don't realize there's a stop sign, peds can't see cars hidden by buses, buses must offload passengers straight on a bike path whose markings have not been repainted since repavement, passengers waiting for buses wait on the bike path and refuse to budge when alerted. This situation gets reported time and time and time again, at each traffic survey and NOTHING CHANGES
- 314 no opinion
- 315 The area in front of the Main Library where Armory intersects with Wright. The bike path cuts right through where the pedestrians cross to get on or off the bus. Bikes do not slow down. I have been hit by a bike twice in this area and have seen others hit as well. Very congested area during class change times. Also adding to that is the additional cross walk around the corner on Wright, so there are two cross walks very near one another and then double driving lanes from Armory, plus bike lane and bus stop. Could really use some kind of a transit plaza set up here for safety of pedestrians and bikes
- 316 Wright/Armory Street (By the Illini Union Bookstore and Main Library) and Green Street north of the Illini Union. Why? Poor design: IUB/Main Stacks/Wright, the pedestrians must cross the bicycle lanes in order to reach the bus/sidewalks. They often walk and/or wait/mill about in the bicycle lane. North of the Illini Union on Green, the cross walk in FRONT of the bus stop makes it difficult for vehicles (including bicycles) to see pedestrians in the crosswalk in front of the buses. The fact that it occurs where there is no stoplight/sign makes it doubly-difficult.
- 317 One busy intersection is Illinois and Goodwin Avenue because mainly because it's a walkway to the Illinois St Residential Hall and ChemE/Chemistry students. There are WAY TOO MANY BUSES in campus area. One day I counted six backed up at a stop sign. This is ridiculous, so therefore, too many people, buses, and bicycles...the people and the bicycles are all about themselves, do not follow or know the rules of the road. Bus drivers seem to try their best because they are always under scrutiny. This is good, but it would also be good for bicyclers and peds to follow the rules.
- 318 ILLINOIS AND GOODWIN
- 319 Wright Street south of Green to the Library
- 320 Wright Street between Green and Springfield, because there is no bike lane. There are bike lanes both north and south of this block and bicyclists often travel the whole length of Wright St. Along this one block stretch they frequently ride on the sidewalk or the wrong side of the street (against traffic).
- 321 Wright & Green; Green & 6th; too little class change time; peds not obeying traffic control devices
- 322 at crossings and when bicycle lanes are on the road. Passengers getting off the buses are specially vulnerable to bicycles on street bike paths.
- 323 fourth and gregory or at sixth and armory
- 324 Green and sixth
- 325 Illinois and Goodwin. While it has stop signs, bicyclists can sneak through the gaps in the pedestrian crowd that doesn't stop, and buses sometimes don't notice the bikes on their right or pedestrians who suddenly and unexpectedly approach the intersection.
- 326 all the crosswalks along Goodwin Av

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327 I notice that the streets that have bus traffic and bike paths have issues. The buses pull over into the bike paths to let people off the buses, causing conflicts with the bus and bicycle. It is so nice to see people actually using the bike paths instead of all over the roads and pedestrian sidewalks. But I'm not sure what the solution to this is. The bikes end up having to stop or more often than not, they go out into the street to go around the bus.

328 transit plaza

329 On Green street, west of campus. There are lots of bicycles but no bike lanes. Car traffic is also heavy.

330 Wright and Armory: Poor layout and planning. Unnecessary bus traffic. Bus patrons waiting on bike path. Pedestrians, vehicles, and riders inattentive. It would be best to remove all vehicular traffic from this area; turning Sixth street to two way and reducing Wright to parking, bikes and pedestrians.

331 Bus stop in front of the library- pedestrians stand in the middle of the bike lane while waiting for the bus

332 I have the most trouble at Green and Wright. The lights are long, and both are high traffic areas.

333 On Gregory Dr because the bike lane goes in and out and the busses pull over into the bike lane and sometimes almost smush bikers there.

334 Green Street. It is so congested. Personally, I take to the street and avoid the path because of the pedestrians and the bus stops located on green street. Most of the time, I get yelled at by bus drivers, but they don't realize that I am riding as fast as traffic.

335 One of the 4-way stops on Goodwin. Bikes don't always stop and I've seen several bikers almost get hit because vehicles were not expecting the bikes to appear in the intersection.

336 Wright and Daniel because there are bike paths that cross pedestrian crossings and the main campus bus stop is here. (Plus I work near there and that is what I see mostly.)

337 Unmarked or faintly marked bike lanes and shared use lanes experience the most bike-pedestrian conflict all over campus. The intersection of Wright and Armory is scary during passing periods, with buses, people waiting for the bus, pedestrians, and bicyclists trying to get to and from class.

338 Literally dozens of crosswalks and intersections both on and off campus are equally troubling. In my opinion the problem is created by bicyclers refusal to obey rules of the road.

339 Don't really know.

340 transit center and in front of union of green street

341 Green and Wright. Bicyclists have zero respect for rules that apply to them. I would say pedestrians are a close second. Specifically, though, there are no physical signs explaining to bicyclists how these rules apply to them and that needs to change.

342 wright and armory is the one I know best

343 Armory & Wright: Bus is alighting passengers into bike lane and pedestrians are trying to cross in front of bikes/buses. Also: Mathews and Green: Bikes/pedestrians crossing Mathews often in conflict with cars/buses at that intersection.

344 Wright and Daniel. So many busses and pedestrians and bikes all at once make for a lot of conflict.

345 Pedestrian-car conflicts are a far more pressing and important issue than pedestrian-bus-bicycle conflicts. They should be your focus. Pedestrian-car conflicts occur on campus all along Springfield and Green, every week day all day.

346 Green and Wright

347 green and wright. generally bicyclists do not stop for oncoming traffic.

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- 348 Transit plaza - pedestrians have to cross the bike lanes to get to the bus stops or across the street and may not realize it; heavy foot + bus traffic makes it difficult to walk or bike with confidence through the area.
- 349 No opinion
- 350 Transit plaza. Need a stoplight for pedestrians/bicycles b/c will walk right in front of bus or bus can't cross easily
- 351 Along green street in campus town - pedestrians and bikes do not adhere to traffic laws, cross walk or crossing lights.
- 352 Green and Goodwin, it is impossible to turn because there is not a turn only signal for vehicles so there are always people walking and it gets really congested. I think intersection needs a scramble light. Also, the bike lane/walkers/cars on Mathews is awful. People walk in the bike lane, don't look when crossing it, then the bike lane changes the side of the street, but not at an intersection so bikers just go out across the street in front of cars.
- 353 Not sure entirely, but pedestrian crossing outside of ARC is hectic. Also, the crossing on Springfield (E of Wright, near Grainger Library; and at Goodwin Ave.) students walk out into the street without looking, expecting motorists to stop, a stop light should be implemented there to control both motor vehicle and pedestrian traffic (one way for cars, the other for people). The steady flow of people also congests traffic flow, which could be remedied with this solution. Also, the trough-type bicycle lane along Wright St. is dangerous. My neighbor took a spill twice in that lane as students exit buses and cross the lane without looking, I've encountered it myself but never had an accident.
- 354 Any area without bike lanes. Bicyclists do not observe stop signs/traffic lights and frequently run into pedestrians while on the sidewalks, especially if the sidewalk is not especially wide.
- 355 Gregory and Armory streets, from the UGL to the Armory building; many busses pass through this area, many students don't use crosswalks or obey lights, and in some areas the sidewalks are too narrow or too crowded for bikes to get through easily.
- 356 On-street bicycle lanes on campus streets with frequent bus stops (Illinois beside ISR, Goodwin beside Krannert, etc.) The bus needs to pull through the bicycle lane in order to stop and drop-off/pick-up passengers. Cyclists are unsure whether to wait behind a stopped bus or pass. It is unclear whether MTD drivers are aware of cyclists who pass them while they are stopped.
- 357 Wright Street from the library to Green Street seems to be the busiest area
- 358 On Wright Street between Green and the library. At the intersection of Wright and Green, there are two directions with bicycle lanes on the sidewalk (or separated from traffic) that DO NOT continue on the other side of the intersection (on Wright headed North AND on Green headed West) -- where are the bikes supposed to go after the intersection? Which set of road signals should they be following? Should they behave like pedestrians (ride on sidewalk) or like cars (ride on road)? Right now, problematic either way. Need better signage, at least. Also, on Wright street, there is much conflict between pedestrians and bicyclists at the Transit Center bus stops, where pedestrians need to cross across the bike lane & both cyclists and pedestrians have insufficient signage to know how to safely negotiate the space (bicyclists yield to pedestrians? Pedestrians look both ways & yield?).
- 359 Many students walk in bicycle lanes and paths. Also, people feeding meters sometimes stand in the middle of the bike path while they feed their meter.
- 360 Goodwin and Green
- 361 Goodwin & Green St. Too many cars/buses trying to turn onto or off of green st for the walk signs. It should be a scramble light. The whole green st is difficult due to high amounts of bus, bike, and pedestrian traffic.

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- 362 Peabody and First st.; Fourth and Pennsylvania; First st. between John and Gregory. There aren't very well-marked crosswalks at these points. There are lots of potholes here, making it difficult for bicycles and cars. Also, at night, a large portion of First st. becomes a pedestrian free-for-all when students are going to and from parties. The street isn't well-lit and I have almost hit people while driving because I could not see them. Generally speaking, the quality of paved roads on campus is rapidly deteriorating. Instead of sending road patch crews out, it would be better if bigger chunks of the paved road were fixed instead of patched. (I know that this costs a lot of money and the University is undergoing financial problems.)
- 363 The area around the Illini Union Bookstore on Wright St has a lot of conflict because it can get very congested. When people get off the buses on the east side of the street, the first thing they do is cross the bike path (often without looking!). Also, there are very busy sidewalks that come together in that area. All of this leads to congestion. Also, there really needs to be a stoplight on the corner of Green Street and 5th Street. Every other intersection on Green in the heart of campustown has one. It's lack of stop light leads to a back up of cars and pedestrians running across the intersection.
- 364 Probably Wright St. because the bike lane is both horrible and partially closed right now. Pedestrians are oblivious to bikes even when bikes are on bike right-of-way areas.
- 365 bus-bicycle conflict - on Goodwin Avenue. The buses are routinely driving into the bike lanes and cutting off bicyclists. They also block the lane when waiting to turn right, and they have almost side-swapped me when I am legally and obviously in the regular lane when they are leaving a bus stop that has blocked the bike lane. In these instances, I was almost all the way past a stopped bus who suddenly starts pulling into the drive lane again without seeing me.
- 366 It depends on the conflict. For bus conflicts, most that I've seen occur near bus stops or in the middle of a road with a crosswalk. For bike conflicts, it occurs mostly at the intersection of bike lanes with pedestrian lanes (or sometimes pedestrians just walk along the bike lane)
- 367 The two areas which come to mind are (1) the bike lane along Armory and turning the corner onto Wright, where buses discharge passengers into the bike lane, and (2) the bike lane along Green at Matthews where, since there is no traffic control device, pedestrians and bikers always cut in front of cars and buses.
- 368 Green and Mathews. The bike path is right where you have to get off the bus so sometimes when you get off the bus a bike is coming at you and that is not safe for the pedestrian or the person biking. I think that it is better to have the bike path on the inner part of the sidewalk at least on green street. Also when crossing the street in front of the bus you can't see if a car is coming at full speed on the lane next to the bus and that is also dangerous. Cars driving on green street go pretty fast and they don't like to stop which is understandable because there are 3 crossing paths in only 1 block and that requires cars to stop too much so it's annoying.
- 369 Busy areas: Goodwin, Lincoln, Pennsylvania
- 370 not sure
- 371 Green and Mathews, so many students taking classes around
- 372 Buses don't generally respect pedestrians in crosswalks anywhere. Buses seem to have a hard time with bicycles on Goodwin Ave by Krannert and Espresso Royale Cafe. They don't watch for cyclists in the bike lanes.
- 373 Sixth and Green to Fourth and Green--no left turn lights and pedestrians constantly walk against the no walk sign.
- 374 Don't know.
- 375 On MTD bus route, because MTD driver sucks

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- 376 Green street in front of the union. Bikers think they don't have to stop even at traffic lights and stop signs.
- 377 Lincoln Avenue, south of Nevada because of failure to stop for pedestrian crossings and north of Nevada because of lack of pedestrian crossings
- 378 Green St and Wright St is always busy- people, bikers, cars.
- 379 The bus stop right by the Library on Gregory. Too many people try to walk in front of the bus because they're in a hurry when it first lets them off at the bus stop, so the bus drivers always honk at them and edge forward (way too close for my comfort)
- 380 The intersection of Goodwin and Illinois. It is impossible to go straight because of the planters. Cars and buses dislike waiting. Bikes and pedestrians collide. I have witnessed someone get hit by a car here.
- 381 Wright and Green. Bicyclists are always plowing through the intersection regardless of whether or not they have the light. It is a dangerous intersection for pedestrians due to the amount of bikes. Buses also need a turn lane from Green south onto Wright.
- 382 Wright & Chalmers. This is an extremely busy bus stop and sometimes the buses are not aware of pedestrians.
- 383 anywhere near the quad
- 384 Goodwin and Nevada - it is a stop sign intersection and people walk out in front of cars and busses
- 385 I have personally been involved in a bicycle-pedestrian accident at the intersection of Green and Matthews right next to the Mechanical Engineering Building. I was on the bike path riding east on my bicycle. There is a bus stop at the corner, in which there was a pedestrian probably waiting for a bus standing right in the middle of my bike lane with his back towards me. At that point in time, there was a bus driving west on Green, there was also another bike in the opposite bike lane. There were also a lot of other pedestrians around. It was at night, roughly 6 PM, raining slightly. I admit I was riding too fast, and I could not stop in time, nor steer out of the way because I would have hit something. Unfortunately I hit the person that was directly in front of me standing in the bike path. As a result, I flew, landed on the concrete, and fractured my left humerus bone. The pedestrian was fine as it seemed I only hit his backpack. This injury took a great deal of effort, time, and support to heal. I hope improvements can be made to intersections such as this one to improve everyone's safety. Feel free to contact me if you would like to learn more about this incident. My NetID is
- 386 on the corner by Busey Evans and ADPi because it is very high in traffic but not a road you think would be dangerous so people don't watch as much.
- 387 Wright Street between Amory and Green.
- 388 Springfield ave. Lots of cars and buses, main thoroughfare, but no bicycle lanes on the street or nearby
- 389 Lincoln Avenue between Pennsylvania and Nevada. Not enough bus stops and marked pedestrian crossings.
- 390 Green and Wright - the light isn't long enough for the buses to make turns with other traffic present. so buses have to go through so they have to go when the light turns to the walk sign Main Library bus stop - it is stupid to have a bike path and a bus stop in the same place. that needs to be changed. I have been both a biker and a bus rider and either had to slow down or move out of the way at that stop. plus people seem a little slow sometimes and don't realize that it is a bike lane and they stand there waiting for the bus
- 391 Green & Sixth or Green & Wright...crazy undergrads. I also think it's crazy that there is not a bike lane on Green Street...but I can understand it's probably difficult to fit one in there :-)
- 392 Green and Wright. High traffic.
- 393 Green and Wright, it is the busiest.

Appendix C

Campus Transportation Survey Results

- 394 Green and Wright, there is a lot going on at this intersection and sometimes it is hard to tell when it is ok to cross the street.
- 395 The intersection right in front of CRCE. There exists heavy traffic from pedestrians, bicyclist, bus and car, all at a 3-way stop cross. It seems fairly safe, but the potential conflict certainly exists. As a pedestrian, I almost always jay walk about 20-30 feet away from that intersection just to avoid all of the conflicts occurring at that specific point (intersection).
- 396 Illini Union, green and wright. Close to many important places
- 397 On Greg St. between the library and David Kinley Hall. Also by Greg Hall on Wright St.
- 398 I can think of a couple of places there are problems with excessive bus traffic, and I see both pedestrians and cyclists jumping or swerving and stopping quickly. Down by Greg Hall and the Main Library, in front of the Union, and around Krannert - the west side (can't think of the street name right now). The conflicts were never so bad years ago when the bus traffic was less. NEVER! I am sitting here thinking - your question raised a very good point that it is not only the air quality. I have counted 4 and 5 busses in one intersection at the same time. I was upset about the smelly air, but your question raised a good point about the safety of having even 4-5 busses in one intersection at the same time. What happened here? (To this town?)
- 399 No specific place, just people getting off the bus and running in front of it as it tries to drive off
- 400 The area near transit plaza- the pedestrian, bike, and bus routes all intersect at that intersection and on one pays enough respect to the others
- 401 bike lanes that either discontinue or do not connect logically
- 402 Green and Matthews - Green is a busy street, and lots of pedestrians have to cross, plus there are crosswalks on both the east and west sides of Matthews and bus stops in both directions on Green. There's just a lot of traffic at that spot.
- 403 Not sure about bus-bicycle, but whenever I'm south of green street and walking I either get hit by bicycles or almost hit. Bicyclists need to understand that they have to obey all traffic laws. If there is any bus-bicycle conflict, I'm sure it's related to that.
- 404 on the quad during passing periods when there are a lot of people walking and some people try to bike through the middle of the quad anyway
- 405 I'm more concerned about cars not respecting bicycles at marked bicycle crossings. However, pedestrians are the biggest problem.
- 406 Lincoln Ave. and Illinois Street. Few bicycles observe the rules of the road (they follow either ped or vehicle rules depending which is more favorable to them) and many cars do not stop when making a right turn at a red light. Also the bus stop at Illini Union north and Mathews and Green are poorly designed bc you get off of the bus and step right on the bike path.
- 407 Green and Goodwin - buses turn frequently, and the large stream of pedestrians at times can lead to conflicts.
- 408 transit plaza--bikes hit pedestrians trying to cross the bike line to get to the sidewalk.
- 409 The area around Green St between Wright and 5th has a lot of conflict. Part of it is that some bikes act like pedestrians, going on sidewalks, going through red lights and ignoring "one way" signs. This makes it dangerous for both pedestrians and the bikes - as cars do not expect a bike to go through a red light or appear going the wrong way - and pedestrians are not expecting the bikes either.
- 410 At the Transit Plaza - pedestrians often do not look before crossing the road and/or rely too heavily on the bus drivers being able to stop in time. Bicyclists are slightly better about watching because they also have limited ability to stop quickly.
- 411 Illini Union/Area around transit plaza, because people try to J-walk across the street and buses get slowed down/can't see people

Appendix C

Campus Transportation Survey Results

- 412 I'm not sure what you mean by conflict. There are intersections like Goodwin and Nevada where bus/pedestrian traffic moves very slowly because of right of ways.
- 413 Probably green and wright, they really need a left turn signal there...
- 414 Wright and Green street. Because it is ideal street/intersection to go to other places.
- 415 Wright Street between Chalmers and Green. Mainly because student pedestrians do not cross in designated intersections and walk blatantly in front of moving vehicles. Student pedestrians also walk "face down" into their hand-held devices, sending and receiving text messages and not paying attention to cars, buses, bicycles, pedestrians, or anything else that might run into them and injure them.
- 416 Transit Plaza, huge waves of all three kinds of travelers, uncontrolled crossing.
- 417 Most conflicts between bicycles and busses for me come up when the road has a on-street bike path and there is a bus stop for which the bus needs to cross the bike path completely. It's unclear to me what is the behavior to expect from cycles and busses. Should the bike give right of way to the bus? Should the bus give right of way to the bike? Maybe some education or signs could help in these situations. Should the
- 418 every one. the transportation systems on campus are all screwed. it should be bike & pedestrian only in heavy intersections.
- 419 Wright and Green, some pedestrians cross the road not on their turn.
- 420 Across from the arc because there is a constant flow of people going in and out of the arc and cars and bikes often do not yield
- 421 Vs buses, Green Street, from Fourth to Matthews. The conflict is usually caused by the pedestrians or bicyclists entering the roadway when the bus has right-of-way. Bicyclist/pedestrian conflict is highest on Wright Street from Green to Armory, mainly due to the horrible bike path installed along that section of Wright.
- 422 Wherever bicycles can run traffic lights. Most bicyclists don't pay attention to signals.
- 423 Green Street or around the Ikenberry Commons

- Provide signal assistance to turning buses (bus only phase, lagging right)
 - Adjust bus route to eliminate right turns?
- Armory/Wright
 - Eliminate two-way path on Wright , install bike lanes
 - Pursue bike boulevard on 6th , provide priority for buses on Wright

Appendix D – Workshop Summary

Wednesday, October 27, 2010

In attendance:

1. Morgan Johnston – U of I, Facilities and Services
2. Cynthia Hoyle - CUMTD
3. Gary Cziko –Urbana BPAC and CCB
4. Gabe Lewis – CCRPC/CUUATS
5. Rebecca Bird – City of Urbana, Planner
6. Jennifer Selby – City of Urbana, Engineer
7. Jeff Schader – U of I, Assistant Dean of Libraries for Facilities
8. Helen Coleman – U of I, Director of Planning, Facilities and Services
9. Sam Sogin – U of I Student
10. Suhail Barot – U of I Student (2-4)
11. Tracy Pettigrew - CUMTD
12. Mishauno Woggon – City of Champaign, Planner
13. Zeba Aziz – City of Champaign, Planner
14. David Happ – City of Champaign (11-1) Engineer
15. Chris Sokolowski – City of Champaign (11-1) Engineer
16. Roland White – City of Champaign Engineer (11-1)
17. Grace Kenney – U of I Student and Intern (2-4)
18. Rick Langlois – U of I Staff
19. Tim Gustafson – T.Y. Lin International
20. John LaPlante – T.Y. Lin International

Evaluation:

- Conduct counts along recently installed bike facility corridors to gauge use, changes in traffic.
- Explore options to record bike/bike and bike/ped crashes to account for underreporting. Cell phone hotline or website self reporting options...
- Use multiple sources to obtain data: informal, experiential, past-event reporting

Enforcement: (this was felt to be the area with most potential for improvement)

- Conduct sting operations for improper riding on roadways where good bike facilities have been established
- Install wrong way signs on bike facilities for wrong-way riders
- Increase enforcement on traffic-related behavior on campus
 - o No left-turn during peak periods
 - o Jaywalking (previously unsuccessful on campus due)
 - o Motorist failure to yield to pedestrians
 - o Illinois/Lincoln (bicyclist failure to yield)
 - o Bicyclists running red lights
- Leadership approach to identify these areas of most pressing need

- Seek grant opportunities to provide additional enforcement resources to support these recommendations

Education:

- Bicycle, transit, driving, and walking safety training; implement annual training program for all on campus personnel (students, faculty, staff)
- Increase exposure to existing bicycle safety video
- Continue to support the use of vinyl bus wraps for “share the road”
- Include bike maps and safety information in welcome packets to incoming and transfer students, new faculty, new staff
- Create campaign to curb “rogue bicycling”
- Push educational materials during bike to work day/week

Encouragement:

- Continue to support “light the night”
- Continue to support bike to work day/week
- Identify additional bike gear sales opportunities at local retailers, bike co-op
- Develop a healthy and active living workshop as an enrichment course
- Explore offering elective courses in urban planning, engineering, public health, sports fitness/medicine
- Explore non-campus outreach for non-student populations (churches, refugee center, YMCA)

Engineering:

- Adjust passing periods between classes to make bicycling and walking more feasible
- Install bike lanes on 6th
- Eliminate old two-way paths when installing bike lanes, provide additional temporary signs to establish an on-street bicycling norm
- Clearly mark new bike infrastructure and remove pavement markings on old infrastructure
- Remove parking along the south side of Pennsylvania adjacent to cemetery for bike lanes
- Identify alternative north-south bicycling routes from main quad to south quad
 - o Current walking speed and transit speed cannot compete with bicycle travel
- Repair curb cuts along Stoughton/campus path to make east-west travel the main thoroughfare between Wright and Goodwin
- Install pavement markings for bicycles at Green and Goodwin
- Reevaluate the need for one-way streets in campus district and consider contra-flow bike lanes to address connectivity
- Wright/Green
 - o Adjust signal timing to include bikes? Include bikes with vehicles
 - o Provide signal assistance to turning buses (bus only phase, lagging right)

- Adjust bus route to eliminate right turns?
- Armory/Wright
 - Eliminate two-way path on Wright , install bike lanes
 - Pursue bike boulevard on 6th , provide priority for buses on Wright